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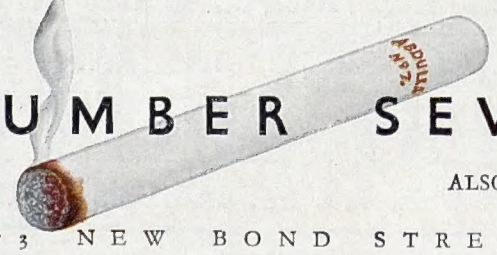

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Volume CXCV No. 2543 The SPHERE, London, October 30, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE DANISH ROYAL FAMILY IN LONDON—KING FREDERIK, QUEEN INGRID AND QUEEN ALEXANDRINE WITH KING GEORGE, QUEEN ELIZABETH AND QUEEN MARY AT LIVERPOOL STREET STATION: The Danish Royal family were visiting London for the opening of the Danish Exhibition at the Victoria and Albert Museum

During his visit to England with Queen Ingrid and Queen Alexandrine, the Queen Mother, it was arranged that King Frederik of Denmark should open the Exhibition of Danish Art at the Victoria and Albert Museum. The Danish Royal party arrived in London last Sunday night, after a stormy crossing of the North Sea. On arrival in London, King Frederik and Queen Ingrid went to stay at Buckingham Palace, and Queen Alexandrine accompanied Queen Mary to Marlborough House. In the evening the Royal visitors went to Trafalgar Square to see the illuminations. Among those accompanying the Royal party to London was Count Christopher Trampe, director of the chronological collections of the Danish Kings, from which many of the Victoria and Albert exhibits have come. The Exhibition was opened last Wednesday

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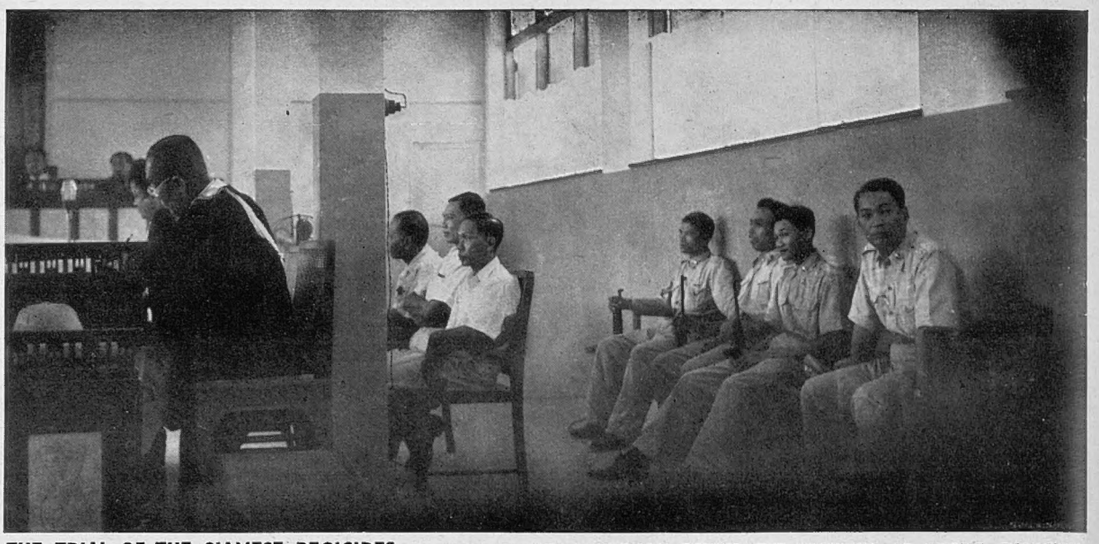
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Issue Raised by Eire.—The strength of our Constitution and of our Commonwealth has never lain in the written word. Always the unwritten, the mutual, understanding, the "law" evolved by centuries of practice and usage, and common experience and suffering, have been our strength and safeguard. The word "treaty" has lost its meaning and a coach-and-four has time and again driven through the most meticulously drafted legal defences. It is good that all the Commonwealth should have heard and considered Eire's declaration of intention to sever its link with the Crown, the only constitutional link remaining between Commonwealth members, and by foreigners and our own peoples regarded to-day as indispensable as it is irreplaceable by any other device. I wonder if Mr. Costello had weighed the implications before he spoke. Imprimis, I wonder if he realises that that sole link is based in truth to-day not on a constitutional but on a personal basis. The link, indeed, is not on a sovereign, on "the Crown," but on the personal integrity of one man or woman, the tenant-for-life of a throne, and very high indeed is the standard of integrity demanded, much higher than the ordinary good citizen to-day sets for himself. As for the more general implications, they embrace immensely serious economic problems, may affect the lives, property and welfare of innumerable Irishmen living all over the world, raise questions of special significance for India and Pakistan, and totally kill all hope of any future agreement by mutual consent on the partition question. These are grave risks to run for a gesture. It does not seem worth risking and losing so much, to reject for party-political ends a symbol of integrity, decency and the ideal of family life.

Taxation and Saving.—The Chancellor, reviewing our finances at the Mansion House, gave the usual warning. We are getting along, but the hard road stretches ahead beyond our vision. Meanwhile, we must export and save more . . . or bust. Lord Catto agreed, but told Sir Stafford that he could not have it both ways: "Even a Scotsman cannot save *and* pay existing taxation." Certainly one Englishman cannot, though he smoke his own home-grown tobacco (under the rose)—and very good it is. I am a child at finance and pol. econ. In the days when I could, and did, put a little money by, I used to believe or hope that there was a difference between money saved and money extracted by taxation. I had a vague idea there was more *permanence* in the former, that savings somehow increased again the nation's lost wealth. The harvest from taxation I knew vanished more quickly than it was gathered in, in grandiose schemes, in paying our debts, for our day-to-day needs, and for the army of bureaucrats. For long years past the Government—willy-nilly—has preferred to keep taxation high and savings low. Certainly, the Chancellor is better qualified than I to know what is best or necessary for us. But I agree with Lord Catto that he can't have it both ways . . . from *my* purse, at any rate.

Put Your Trust in Bevan.—I should have supposed that Mr. Churchill is far from the stay-at-home type. For a man of his years, I should say that he goes places very constantly. He seldom sleeps in the same bed two nights running. Mr. Bevan doesn't agree: "Don't listen to Churchill," he told a Gateshead audience. "Why doesn't he get about a bit and see what's happening? He needn't worry. I'm looking after it all right. He has no message for the future. He has too much past." Alas! we all of us have too much past to feel confidence in Mr. Bevan's present. Indeed, the thought that "Bevan lies about us in our infancy" is one to make an old man of young England. And what a number of intelligent people living beyond Mr. Churchill's village *do* listen to him. Put your trust in *Bevan*? Then keep your powder dry. Indeed, I think this man has outrun his three nearest rivals in the present Government in overweening vanity, and that implies something near a world record. But Mr. Morrison is still a serious rival in the Windbag Stakes, and fills his leisure hours with week-end oratory, in the course of which he lashes and ridicules, warns and denounces, all sorts and conditions of men and institutions, with very little regard for opinions he may himself have expressed only the week before. If, as seems probable, he and Bevan and Shinwell feel that the whole burden of countering the Tory Press propaganda has fallen on their shoulders, they have a great deal still to learn in the technique of the gentle art of catching votes. Gullible and uninformed we, the public, undoubtedly are, but I fancy these gasbags underrate our intelligence as much as they overrate their own cleverness. Propaganda must always be crude, but it should possess some sort of consistency however specious, and some appeal to reason. Morrison's comment on Lord Salisbury's reference to the Upper House at Llandudno was an instance of misrepresentation which could not have deceived a Communist half-wit.



THE TRIAL OF THE SIAMESE REGICIDES—A SCENE IN THE COURTROOM BEHIND THE MINISTRY OF JUSTICE, BANGKOK, SHOWING THE THREE ACCUSED SEATED IN FRONT OF THEIR GUARDS AND BEHIND THEIR ATTORNEYS: The trial began in September and, at the time of writing, is still continuing. It is alleged that the three men, aiding ex-Premier Pridi Phanomyong, had a hand in killing King Ananda in the Royal Palace on June 9, 1946

THE CROWDED COURTROOM IN BANGKOK: Listening to evidence in the trial of the men said to have been concerned in King Ananda's death

More than two years after the death of Siam's young King Ananda Mahidol, a special five-Judge Criminal Court is in session in Bangkok to try the three Siamese accused of plotting the pistol-shot which killed their Sovereign in the Royal Palace, Bangkok, on June 9, 1946. The three defendants are Royal Palace attendants who were in the vicinity when the King was killed. One is Nai Chaliew Pathumros, Ananda's private secretary. The other two, Nai Chit Singhaseni and Nai Butr Patamasirin, were the King's Bedchamber attendants. But the man who looms largest in the prosecution's story of a plot against the King—the man whom the prosecution contends was the leader of the plot—is not on hand. He is Pridi Phanomyong, leader of the pro-Allied wartime Siamese underground, Prime Minister after the war and at the time of the King's death an "elder statesman." He is now in hiding outside Siam, avoiding a warrant for arrest

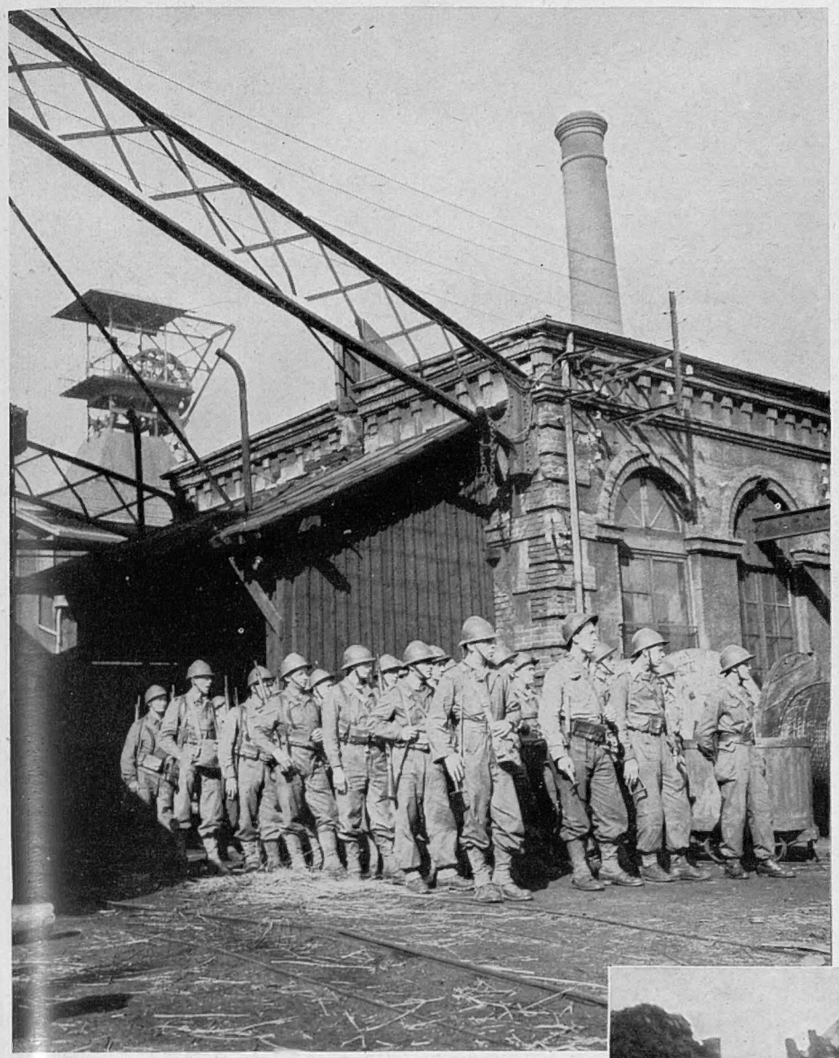
Standard Petrol.—It was only a rumour, as I prophesied. The standard ration remains (and it is only a token and will surely be increased before summer, air-lift or no). Mr. Gaitskell's statement was commendable for frankness. The best item was his admission of the inequitability of the penalty imposed on voluntary workers which will be totally removed before May. It was not necessary and it was an ill-judged form of economy. But I confess I was astonished at the annual tonnage of petrol pilfered by our brother-cheats of the Black Market before the devices to stop their frauds were imposed. How useful, how happy could our honest majority even now be, if we could eliminate the cheats, the scugs, the saboteurs and the beach-combers!

National Health Service—Discrimination.—Already we begin to note the policy of Mr. Bevan to bring all concerned harmoniously within "his" great measure of reform. There are already local instances of the sickening technique of discrimination against not only such doctors and dentists who have not come in, but against their unhappy patients. For example, I have heard of the case of a man faced with a rather serious dental operation, who was strongly advised to spend a night in hospital, being refused admission solely on the ground that his dentist was not in the scheme. Accordingly, he has been compelled to resort to piecemeal abstraction. Because he has not abandoned his dentist (and indeed he can hardly have had the chance or the time to make a substitution, if he would), he is outlawed from the hospital to the upkeep of which he is compelled to contribute.

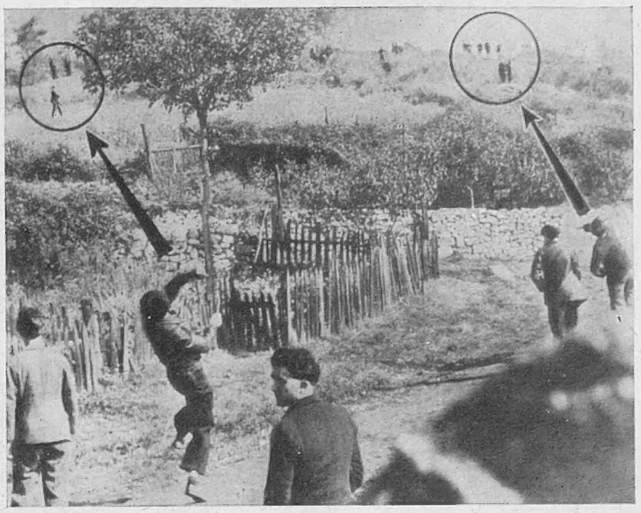
Cruel Sports.—The parade of the Essex Union Foxhounds at the West Ham Stadium was spoken of as a move in the campaign to counter the threatened private Bill sponsored by various anti-blood-sport societies and supported (it is said) by 400 M.P.s, to abolish hunting, as a preliminary to abolishing fishing and shooting. A gesture, pretty and enjoyable, but (for once) I am an optimist. I don't think the gesture was necessary as propaganda. Private Bills are slow-goers, 400 M.P.s may be a very optimistic figure, and hunting is more likely to die at the hands of Tyrants Austerity and Barbed Wire than under the bludgeon of cranks. But I prefer as propaganda a sight of the hounds at sporting meetings to the reading of that long, boring and foolishly worded "letter" which we endured at such gatherings last summer. The world is full of cruelty and the cruelty of man towards man has surely a prior claim to Parliament's time.

Nationalism in a Small Way.—In the past I have sometimes felt too little sympathy for ardent *nationalism*. I have pooh-pooh-ed the agonies and sufferings of minorities, Sudetens and so forth, and the inhabitants of border strips torn from their ancient allegiance and given over to a neighbour State in some political boundary adjustment. But now I am feeling what these poor people feel . . . in microcosm. I live in dear West Sussex, and who that does would change it for any other county? It appears, suddenly and with a bombshell, that an Urban District Council in a neighbouring county has cast its lascivious eyes on my village and has applied to the Boundary Commission to incorporate *my village* within its alien jurisdiction. I am to be snatched from West Sussex, forsooth! Of course, I am up in arms, my blood boils. I am like Mr. Shinwell, in vermin mood. I hurl insults at the U.D.C. that toys with the idea of snatching me. What, leave dear Sussex and pay higher rates to be *urbanised* by you and your one-horse burgh which still runs its weekly cattle-market on the lines of an eighteenth-century shambles! Not much.

THE OLD STAGER



STEEL-HELMETED TROOPS MARCH IN TO THE VILLIERS MINE : The men on arrival at the pithead where they defended the workers who were on mine maintenance duty, and whose task it was to prevent the flooding of the workings



STRIKERS IN THE ST. ETIENNE COALFIELD DEFEND THE APPROACHES TO A MINE : They are seen in this dramatic picture hurling stones at the Republican Security Guards, who are making a cautious approach to the pithead. One man was killed in this skirmish

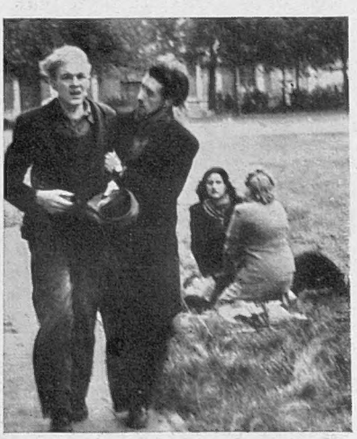
FRANCE IN THE GRIP OF THE COAL STRIKERS

The Communists Precipitate a Crisis

In the first four weeks of the French coal strike, a strike that has mounted steadily in violence, France lost 3,000,000 tons of coal which, if French industrial plants are not to go short this winter, will have to be made good with vast and costly imports from abroad, thus nullifying to a large degree "the blood transfusion" of Marshall Aid. The strike—Communist inspired—has indeed been a mighty blow at French economic life, and the battles of last week-end at St. Etienne and in the northern coalfields showed violence being met with violence, and a Government, at first determined to avoid bloodshed, turning at last to the offensive. On the side-lines stood the figure of Charles de Gaulle, awaiting his moment to come to power.

ASPECTS OF THE BATTLE IN BETHUNE, THE NORTHERN FRENCH COALFIELD : *Left*—Stacked rifles in the centre of the square after the arrival of troops in Bethune at the orders of the Government. *Right*—One of the wounded receiving aid while the battle between police and strikers went on in front of the Sous Prefecture. It was on Friday of last week that the French Council of Ministers decided to move over to the offensive against the strikers

TEAR GAS USED TO DISPERSE THE ST. ETIENNE STRIKERS : When this picture was taken the strikers in the foreground were trying to force their way to one of the pitheads. A small force of Security men in the pit held out with the aid of tear-gas bombs, which they threw every time their opponents advanced



INJURED STRIKERS ARE ESCORTED FROM THE FIELD OF BATTLE : These two pictures come from the northern coalfield where, if anything, the battle was fiercer than at St. Etienne. *Left*—A plain-clothes police officer who lost his trousers in a fight for possession of the pithead at Nœux les Mines. *Right*—A wounded miner being led away during the fight in the centre of Bethune. Another casualty, tended by women, is on the ground

THE TRAIL OF DISASTER AFTER THE K.L.M. CONSTELLATION BOUND FROM AMSTERDAM TO NEW YORK CRASHED AND BURST INTO FLAMES AT TARBOLTON, NEAR PRESTWICK: Thirty-four people were killed outright in this disaster, and all the six survivors died in hospital. The aircraft was reported over Prestwick in poor visibility and the pilot apparently overshot the runway. He started to climb again and sent out the message, "I have hit something. Going on fire. Attempting to climb." The plane apparently struck the high-tension wires near the airport and it was then that the undercarriage was ripped off. Captain Parmentier, the commander of the aircraft, will be remembered for his gallant effort with Moll in gaining second place in the London-Melbourne air race in 1934

NONE SURVIVED the TARBOLTON CRASH

40 Killed as a K.L.M. Constellation is Destroyed Near Prestwick

THE WRECKAGE OF THE K.L.M. CONSTELLATION IN THE FIELDS ROUND TARBOLTON: *Left*—A double wheel of the Constellation's undercarriage which was found some distance from the fuselage, an indication that it was ripped off when the high-tension wires were hit. *Right*—The charred remains of three of the engines. The Ministry of Civil Aviation has begun an investigation into the disaster. Mr. John Devlin, one of the first villagers from Tarbolton to reach the scene, told how he was asked by a survivor to join him in prayer. "The man could hardly speak," said Mr. Devlin, "but I found that we were of the same faith"

THE FIRST RAM-JET HELICOPTER

"Little Henry" Shows its Paces

"LITTLE HENRY" EVEN FLIES BACKWARDS: Charles R. Wood piloting the ram-jet helicopter which he is trying out for the United States Army. Wood is the chief test pilot of the McDonnell Aircraft Corporation. The forward speed of the machine is 50 m.p.h.

The helicopter has come to stay. That fact is beyond all doubt. The aerodynamics of the subject are well understood on both sides of the Atlantic. Now it remains for the engineering problem to be solved, and for the perfect machine to be developed from rival designs now in course of production and modification. One of the latest of these is the three-dimensional aerial motor-cycle depicted on this page. The ram-jet power-units give the machine marked powers of lift, and it is possible that the type may be adopted by the United States Army for spotting and reconnaissance purposes. On the first demonstration flights, illustrated in THE SPHERE of December 1947, propane was used as a fuel, but now the "Little Henry" is fitted with petrol-burning jets which apparently work satisfactorily. Test pilot Charles Wood's most spectacular turn is to make a swift flight round a house

HOVERING ABOVE A ST. LOUIS AIRFIELD: Another view of test pilot Charles Wood flying the ram-jet helicopter, which weighs a mere 310 lbs. and is regarded as one of the most manœuvrable aircraft ever tried out for military service

THE MIDGET MONOPLANE: The first test flight of what is claimed to be the smallest monoplane in the world has been made at Derby Airport by Squadron Leader R. L. Porteous. Weighing less than 400 lbs. and with a cruising speed of 100 m.p.h., this aircraft is fitted with a normal type 10-h.p. Ford car engine and requires a runway of approximately 80 yards in order to take off

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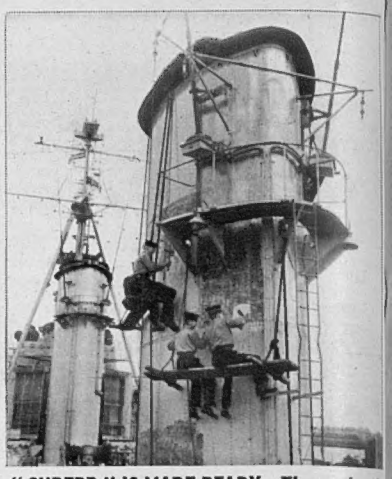
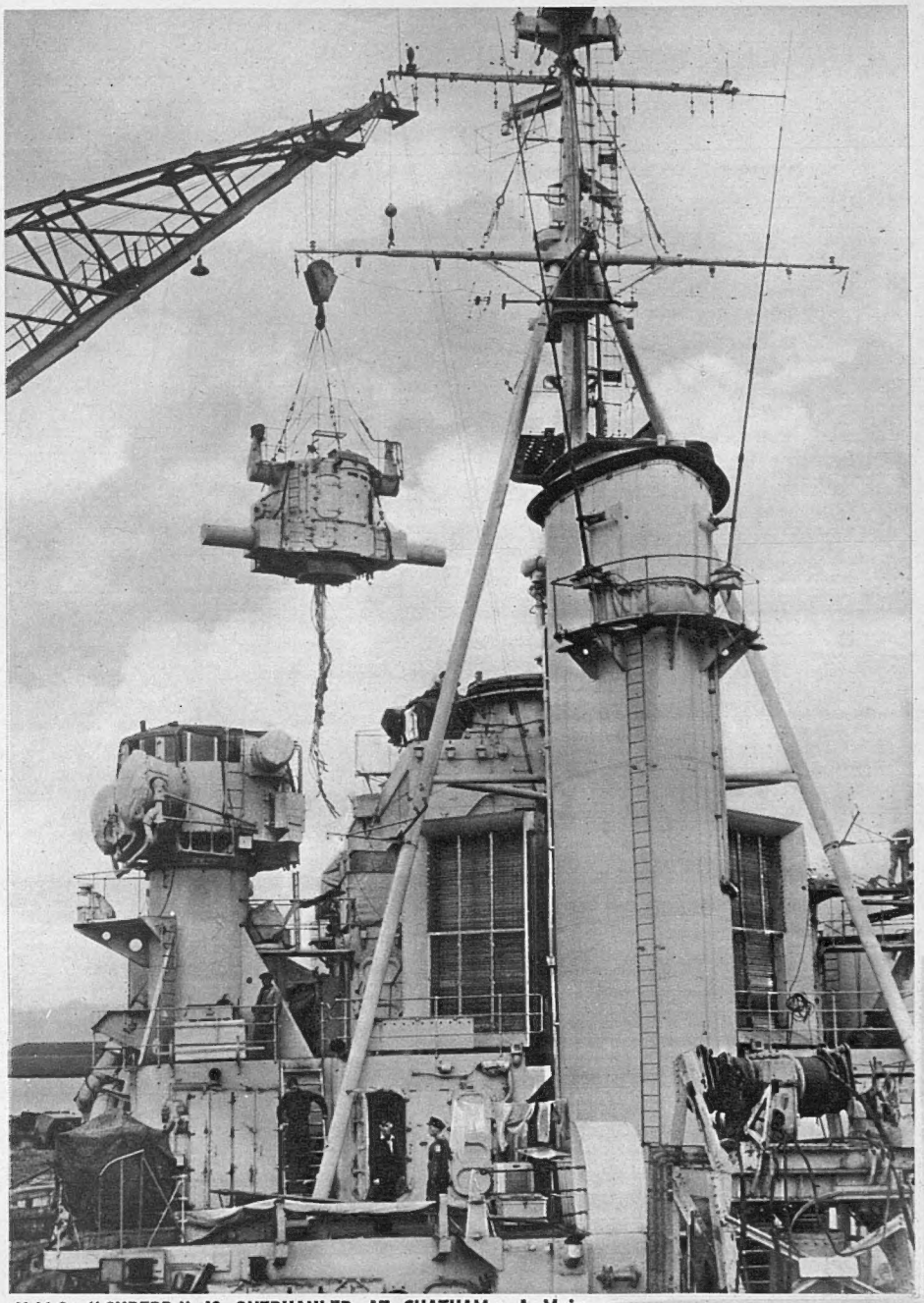
CHATHAM MAKES AN ALL-OUT EFFORT

Refitting Britain's Reserve Fleet for Any Emergency



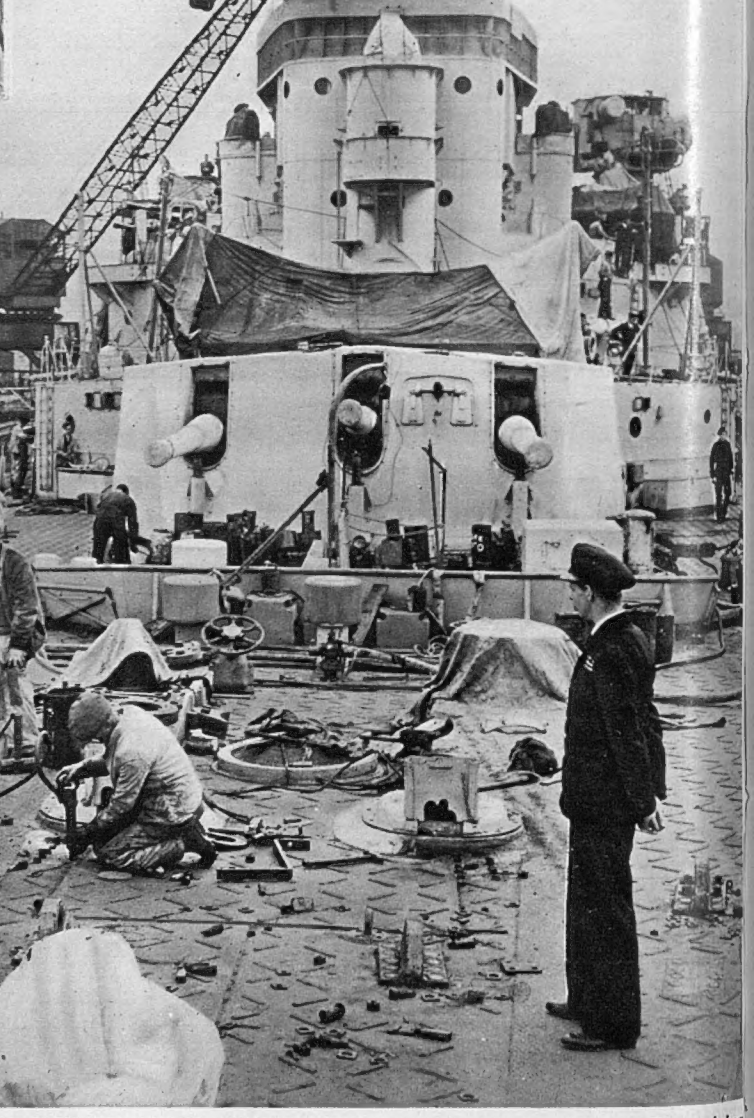
"SUPERB" IS MADE READY: The cruiser's funnel being cleaned during her refit. More than fifty ships of the Reserve Fleet are being overhauled for further service in the re-formed Navy

The post-war transition period in the British Navy—a period in which demobilisation was carried out and first-line ships dwindled to a new low, when the nation beheld a cruiser in the van of the Home Fleet and most of our capital ships heading for the junk-yard—is now over. Their Lordships at the Admiralty are busily engaged in regrouping Britain's sea strength, and the hundreds of ships which have been laid up in the backwaters round Britain's coast—doomed, it seemed, to spend their last days in port as units of an unwanted reserve fleet—are now being busily refitted for the emergency which could lie ahead if international relations continued to drift ruinwards. Orders have been given for more than fifty ships to be overhauled, and much of this work is being carried on at the Royal Naval Dockyards, Chatham, where the pictures on these pages were taken. At Chatham about 10,000 men are working on this task of refitment, and among the vessels they are handling is the *Superb*, Britain's most up-to-date cruiser, which will soon be ready for sea once again. Chatham is indeed a hive of activity these days, and in the clubs of London where naval men and ex-naval men have been wont to forgather and to deplore the decay of our naval fortunes, a united sigh of relief goes up as the British Navy fits itself again for sea.

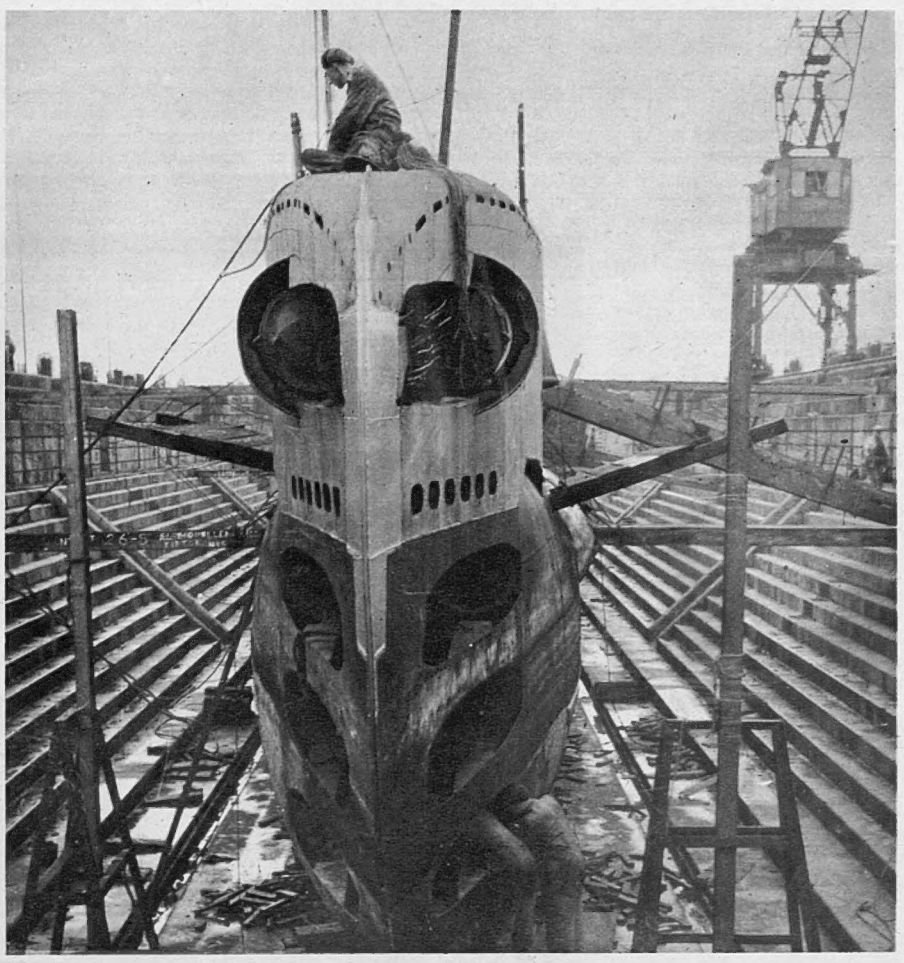


H.M.S. "SUPERB" IS OVERHAULED AT CHATHAM: A Main Armament Gun Director slung aboard the 8,000-ton cruiser during her refit, which will enable her to be ready for any emergency. This overhaul is part of an Admiralty order which states that many laid-up warships should be overhauled by April 1949

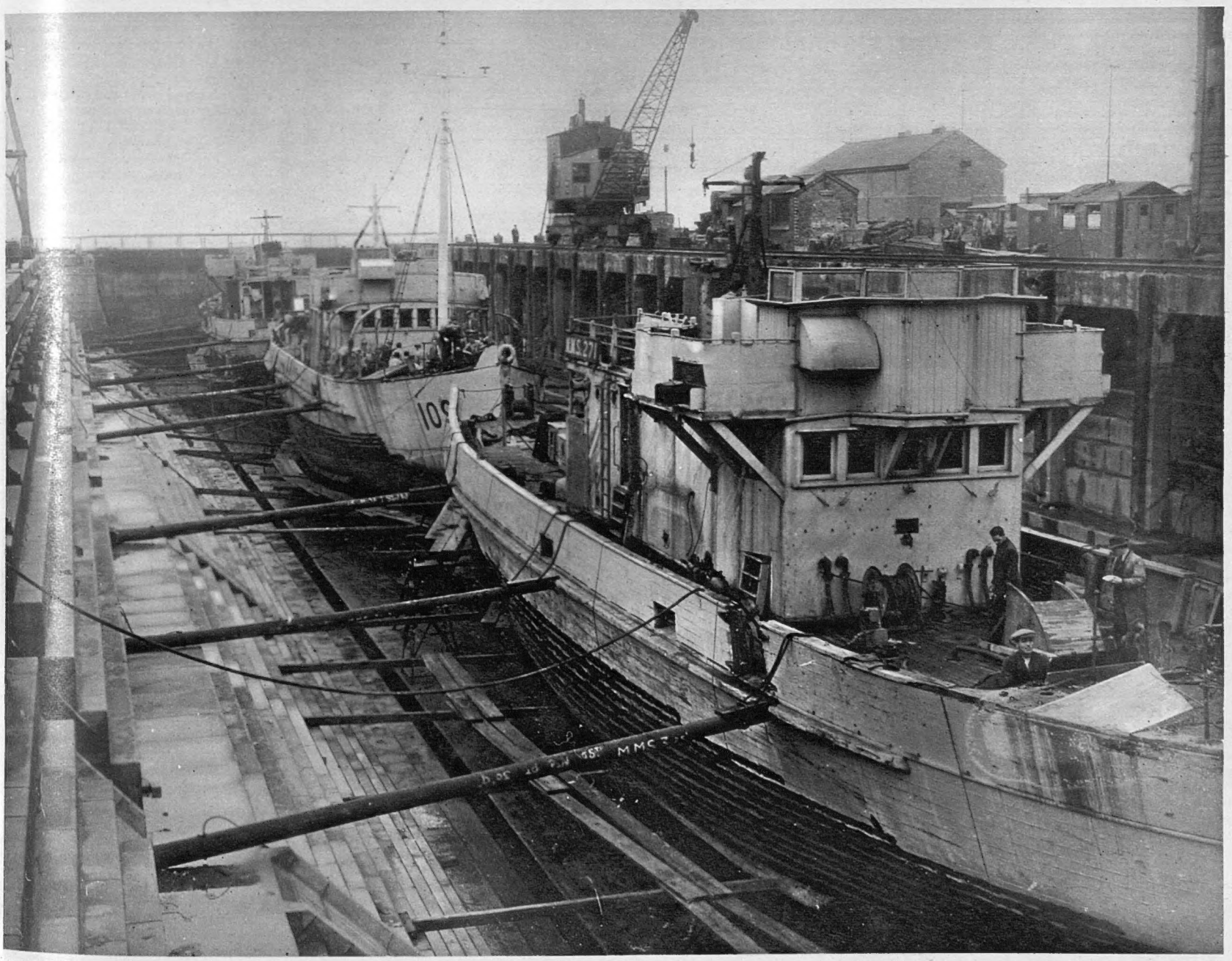
CLEANING THE GUNS OF BRITAIN'S RESERVE FLEET: The forward guns of a destroyer being resealed after examination and overhauling at Chatham Dockyard



RIVETERS AT WORK ON BOARD BRITAIN'S LATEST CRUISER: The forecastle of the "Superb" receiving attention during her refit. The three forward 6-in. guns have not been used in action. "Superb" also carries six other 6-in. guns, and she has extensive anti-aircraft batteries



THE SUBMARINES ALSO RECEIVE ATTENTION FROM THE ARMY OF REFITTERS IN CHATHAM DOCKYARD : *On left*—**Workmen renovating the intricate mechanism in the interior of one of Britain's submarines.** *On right*—**Overhauling the torpedo-tubes in one of the dry-docks. At the close of the war, and even after, new classes of submarines have made their appearance. Britain's Submarine Fleet has indeed been kept constantly up-to-date**



PREPARING FOR THE DEFENCE OF BRITAIN'S SHIPPING LANES—A LINE OF MOTOR MINESWEEPERS UNDERGOING REFIT : **These three motor minesweepers are now being made ready for action again. They are constructed of wood and have a displacement of over 240 tons. They carry two 20-mm. A.-A. guns as well as other armament. Diesel engines give a speed of about 10 knots and the complement is twenty men**

HOW THE WEST MAY GET TOUGH WITH MOSCOW

Our Many Opportunities for a Stern Riposte

By FERDINAND TUOHY

WE have grown used—too used—to Foreign Ministers telling Russia that the door is always open.

Through the door left open, the Russians have sought to harry and frustrate the West in every way, to undermine and bring to naught. And those at the receiving end have hitherto done little or nothing by way of retort.

Lafontaine's "This animal is dangerous—when it is attacked, it defends itself," has not been in our vocabulary. Some might call the omission a form of attempted appeasement, rather than patient and wise diplomacy, but what matters now, is that the phase looks to be ending. The signs are that the plagued and affronted West is going to use that open door, to step through it in its own way.

At the Palais de Chaillot nobody talked of sanctions. The word smells ever since 1936, oil, the Suez and Ethiopia. But one did hear discourse on the probable necessity for counter-measures in the unfortunately almost certain eventuality of the Russians continuing along their present line.

And no sooner did one return to London, than the first of these ripostes was signalled in the form of a Berlin statement referring to "the counter-blockade of the Soviet Zone."

Yet it is important to note that Berlin is not the only cause of the new twist to the cold war. Berlin may be the cause of our dander rising, but it was Mr. Vyshinsky's technique at the Danube Conference that set Western policy-makers thinking in terms of the riposte.

On that occasion Mr. Vyshinsky chose to underline the principle that where the physical disposal of assets lies within the sole power of the Soviet Union the rights of other interested countries are to be disregarded. The dispossessed did not fail to draw the logical conclusion that two can play at this game, and soon found they were much better stocked than the Russians, with problems—both in Europe and elsewhere—whose physical disposal lies solely in Western hands after postponements due mainly to Soviet hanging back.

There has already been a gentle riposte in respect of the thirty-three warships that Russia has been demanding of Italy. The Italians have referred the issue to the Four-Power Naval Commission, and here the Western Powers can only take the position that Italy should abide by the treaty terms. But if Italy wants to go on being dilatory, nobody in the West is going to raise a finger to get those warships over to Russia. Why should they—with Stalin practically waging war on them in Berlin?

Then there are those two other Mediterranean and Adriatic matters—the Italian ex-colonies and Trieste. Both have been held over because Russia won't agree with anybody. She latterly turned a somersault over the colonies and can no longer be treated as a serious advisory influence. Must the disposal of these territories be held over indefinitely—maybe for the years that the cold war could drag on?

The Russians would "create" about fractured agreements if anything were done without them, but as they've broken everything in sight. . . .

Turn to Trieste. Things have been going really well in Trieste, "flashpoint" which was to have detonated the powder-barrel on more than one occasion since VE-Day. Now Trieste is peaceful and well ruled, thanks largely to Major-General Airey's admirable training of a local police force, and the coastal area is quite ready to be restored to Italy along with its 270,000 Italians out of a total population of 300,000, and conforming to the expressed wishes of the Western Powers last March.

It is even on the cards that Marshal Tito would be less hostile, seeing that he has to rely increasingly on exchanges with the West if he is to survive a boycott ordered by the Soviet.

Then there is the matter of a Japanese peace treaty. More than one influential party on the spot desires one next year—the crucial year in the West's relations with Russia. There is in being an Allied Council of Eleven whose advice could be taken over and above the protesting Soviet delegate. One could hum him "The Blue Danube."

Leave the political for the economic sphere. The Soviet has chiefly been wanting rubber, wool, machinery, oils and electrical goods of those peoples whose lives she makes a burden. Just at the moment she is outbidding the United States for all Ceylon's rubber crop.

Much as Russia's two main exports are needed (grain and timber), the free world's products and raw materials are needed even more by the Soviet. Shall we go on to, perhaps, another bitter end, selling to this second practitioner of pressure, even as Canada went on selling nickel to make the guns that later fired seawards at Dieppe?

One is aware that no more jets and things are to go to Russia, but here we come up with the whole question of man's inability to resist the gain accruing from exports, no matter to whom sold and in what situations. Is it so much childish idealism to hope that the peoples menaced by Slav-Communism will henceforward count what they sell to Slav-Communism? It is quite untrue to say that trade must be a promoter of peace.

That an interruption of trading with Russia would modify standards of living seems immaterial if, and once, the red light is firmly seen and held. A less elevated standard of living is preferable to a standard of dying—which is the customary sequel to not knowing when to stop exporting in periods of "armed camps."

Mr. Churchill touched on this trading issue at Llandudno. He also mentioned shipping, and here is another sphere for the riposte. The Soviet mercantile marine is taking its place on the seas of the world. Why should it share the common right of passage through the international waterways of the Suez and Panama when Vyshinsky bars the three principals of these canals, France, the United States and Britain, from another international waterway?

Another waterway that greatly interests the Iron Curtain Seven (or is it Six?) is the Elbe, which comes out at Bremen and was used especially by Czechoslovakia and Poland for the carriage of their exports to the sea. They may not be able to use it much to-day, but the Elbe is a card as long as we stay where we are.

Bremen and the Ruhr; covetous eyes are cast upon each. In the counter-blockade of the Soviet Zone, which is in considerable difficulties, refusal of the Ruhr's coal plays the chief part, for should it go on much longer, the Polish coalfield—sole mining area of comparable magnitude—will be unable to cope with all the calls made upon it not only by the satellites and East Germany, but by Russia herself.

There is also the matter of withholding electric power. Quite a slice of the Soviet Zone—as far east as Magdeburg, I believe—is fed by the grid in the British Zone. It would be a pity to turn off power. The Germans of the east are in for a bad enough time, as it is, with Seydlitz's converts to Communism (Stalingrad prisoners) taking over as gendarmerie. But cold war is cold war.

Incidentally, coming events begin to trace themselves and the Russians may quite well offer to withdraw once they have installed their Stalingrad stooges.

To agree and withdraw too would be one worse than handing over West Germany to its "bad" Nazis.

There is even some talk of clipping Paulus's and Seydlitz's wings by banning Communism in West Germany, where there are said to be about 400,000 party members in Trizonia. If West Germany is to be incorporated in Western Union defence policy, there is clearly a very much stronger case for controlling Stalin's Fifth Columnists "up forward" than behind in Northern France, etc.

The comings and goings of Stalin's Fifth Columnists and their contacts, and of Russians themselves, is a matter of crucial import which we and others duck at our peril. In no sphere could a more pregnant riposte be handed out than here. If it be true that these people may drive us to atomic war in self-defence—and such has indubitably been the underlying inference of recent weeks at the Palais de Chaillot—it is nothing short of lunatic that they should be allowed to circulate hither and thither at will, sowing and strengthening for The Day.

There has been talk of "outlawing" Communism, but that is surely much too big a word. It may come to immobilising within certain limits the national leaders and sub-leaders.

Going after the "pivotal" carriers and agitators—*that* is a different story. An example of it: inability of the Soviet trade union delegates to get to Paris because the French refused entry visas.

We are promised an extension of this riposte when President Dewey comes to town in January. Is his campaign not associated with the thought of outlawing America's Communists? If he does, there cannot fail to be some repercussion in the U.S. Zone of Germany.

In the meantime, America has presented a riposte of a different kind on a salver. Will the Soviet Union kindly get down to paying back a mere matter of £2,500,000,000 Lease-Lend?

THE "BENEFITS" OF COMMUNISM IN EASTERN GERMANY—A VICTIM OF A RUSSIAN CONCENTRATION CAMP DESCRIBES HIS EXPERIENCES TO AN AUDIENCE AT THE TITANIA PALACE, BERLIN: The victim, Mr. Muller, who could not stand up because of his injuries, was carried into the room. He told his hearers what life was like at Sachsenhausen, the infamous German concentration camp of wartime days, to which the Russians now send their political prisoners. Muller is crippled as a result of being ordered to repair a building which was about to collapse, and he is said to be suffering from advanced tuberculosis. His speech produced an almost hysterical response, the audience crying for immediate action against the Russians

MR. ATTLEE DELIVERS HIS INAUGURAL ADDRESS : The British Prime Minister speaking in Westminster Hall at the opening of the Commonwealth Parliamentary Conference, at which representatives of thirty-five overseas Parliaments and legislatures were joined by a big delegation of members from the United Kingdom Parliament. This is the first conference of its kind to be held since the war, and with over eighty delegates attending, it was quite the largest gathering since the Coronation Conference of 1937. The new Dominions of India, Pakistan and Ceylon were strongly represented. Eire also took part

87 DELEGATES from 36 PARLIAMENTS meet at WESTMINSTER

Mr. Attlee Opens the Commonwealth Parliamentary Conference

The future of Parliamentary government, an all-day debate on foreign affairs, with a speech by Mr. Bevin, a debate on Commonwealth economic co-operation, with Sir Stafford Cripps as principal speaker, and a debate on Commonwealth defence problems, with Mr. Alexander giving his views on co-ordination between the brotherhood of nations, have been some of the highlights of the Commonwealth Parliamentary Conference held last week and this week in Westminster Hall and coinciding with the high-level meetings in Downing Street of the Commonwealth Prime Ministers and their representatives.

MR. ATTLEE OUTLINES THE AGENDA : The British Prime Minister addressing the Conference and summarising the subjects it would discuss. On his right hand is Mr. Isaacs, the Minister of Labour, who presided at some of the subsequent meetings

CONFERENCE INTERLUDE : Mr. Hugh Dalton, Chancellor of the Duchy of Lancaster, in conversation with Senator A. W. Roebuck, one of the Canadian delegates

A MEMBER OF THE INDIAN CONSTITUENT ASSEMBLY : Mr. S. V. Krishna Murthy Rao seen addressing the Conference

DEBATE FOR TWO : Sir Godfrey Ince, a member of the British Economic Planning Board, in earnest conversation with Mr. C. E. Gerhart, the Provincial Secretary of Alberta

OCTOBER DAYS IN THE SOUTH COUNTRY

Autumn Scenes in Sussex and Devonshire

THE SUSSEX PLOUGHING CHAMPIONSHIPS BROUGHT THE SOUTH COUNTRY EXPERTS TO GIBRALTAR FARM: Some of the competitors taking part in this exacting event with their teams decked out in shining harness. In the far distance are tractor competitors. Gibraltar Farm is at Firle, near Lewes, at the foot of the Sussex downland, and an ideal spot for such a contest. Throughout England this October ploughing championships have been taking place, and for the most part weather conditions have been ideal

A DEVON HAVEN

A quiet cove in Radram Bay, East Devon. The fishermen, with no rush of holidaymakers to disturb them, are quietly getting on with the task of repairing and renovating their boats

The Modbury Harriers moving off to draw after their opening meet of the season in the little Devon town of Modbury. No large and fashionable field follows the hounds, and the hunting may not be of a spectacular order, for the hare is no straight cross-country runner like the fox, but its devotees find the sport exhilarating enough. In common with the fox-hunters and the stag-hunters, they now face the elimination of their sport by Parliamentary enactment

A DAY WITH A HARRIER PACK

A Foreign News Survey

FRANCE: PLANNED ECONOMY AND PLANNED DISRUPTION

While the European Relief Leaders Meet in Paris, the French Communists Seek to Wreck the Mining Industry

SIR STAFFORD CRIPPS SIGNS FOR GREAT BRITAIN: The Chancellor of the Exchequer signing the Intra-European Payments and Compensation Agreement at the full meeting at the Chateau de la Muette, Paris, of the Organisation for European Economic Co-operation. Under this agreement the drawing rights of debtor on creditor countries are duly regulated. Also at the meeting the representatives agreed upon the European Recovery Plan for 1948-49 to be carried out with Marshall Aid of £1,219,000,000. At a Press Conference afterwards, Sir Stafford declared that the adoption of the report and the signing of the convention are "unexampled acts of international co-operation"

THE MEN WHO ARE HELPING EUROPE TO HELP HERSELF: Members of the Organisation for European Economic Co-operation at their Conference at the Chateau de la Muette, Paris, when they agreed upon the year's recovery plan for Europe and handed the O.E.E.C. programme to the United States representative, Mr. Averell Harriman. The programme provides for increases in production and in intra-European trade, and for the limitation of imports to be paid for in dollars to essential goods. Sir Stafford Cripps is seen in the foreground towards the right. On his left hand, is Mr. Carl Burckhardt, the Swiss Ambassador to France

A MINE PICKET IN THE LORRAINE COAL-FIELDS: Guards standing at the entrance to one of the pits at Merlebach, where strong detachments were on duty to ensure that during the French coal strike the mine maintenance workers could carry on

THE SECURITY MEN GO DOWN: Watched by a guard of the Republican Company of Security, the maintenance men draw their lamps at the Foulquemont mine in the Lorraine coal-field. In ordering strikers in the French coal-mines not to ensure the security services for the twenty-four hours which began on October 18, the Communist-controlled C.G.T. would appear to have over-reached themselves. They certainly incensed public opinion in France, and made it easy for the Government to introduce stern measures of mine protection. As one eye-witness described it: "The Communists have not only offended the professional conscience of many miners, but they have also threatened their long-term interests"

THE LORD HIGH ADMIRAL OF CASTILE HAS A WORD WITH THE ARMY: General Franco, who recently inspected a joint review of Spanish, Argentine, Brazilian, Colombian, Peruvian and Dominican warships, when he received his new title of Lord High Admiral, later attended a reception in his honour at his Andalusian army headquarters. The Caudillo is seen in this picture at the headquarters, where he told his audience that 1,000,000 Spaniards—men, women and children—were prepared to fight against the advance of the Communist hordes in Europe

ANDRE MALRAUX REPORTS THE PROGRESS OF THE RALLY OF THE FRENCH PEOPLE: The National Secretary of General de Gaulle's new party addressing a Press Conference in which he announced that over £150,000 had been collected by means of the stamp fund. The campaign brought de Gaulle 2,000,000 letters from Metropolitan France, representing a sale of 3,470,000 stamps at 50 francs apiece. It is difficult to estimate the number of Gaullist supporters which the campaign reveals, but the recent elections certainly showed a big de Gaulle following over a wide area

A BAVARIAN DENAZIFICATION COURT HEARS THE CASE OF MR. AND MRS. ADOLF HITLER: Mr. George Rabb, the President of the Court, delivering his verdict in a Munich courtroom. Before the President was placed a chair in which the accused would have sat as they came in turn to hear judgment passed. Mr. Rabb announced that the entire remaining property of Hitler and his wife would be confiscated (the sum amounting to about £15,000). He declared that had Hitler and Eva Braun lived they would have been classified as major offenders. Hitler's will, declaring both his marriage and suicide plans, was stated to be invalid

A PARLEY ON THE HILL OF EVIL COUNSELS: In the former residence of the British High Commissioner in Palestine, Government House, on the Hill of Evil Counsels, Jerusalem, United Nations officials are seen with Egyptian officers and non-commissioned officers who were paying a friendly visit to the neutral zone between Jewish- and Arab-held territory. At the extreme left is United Nations Observer Lieut.-Colonel James Wray, and on the extreme right is Commander Robert Williams, from Rockville, Maryland. The United Nations have recently taken over Government House from the International Red Cross Organisation, which has now left Jerusalem. Observers posted there have a good view of both the old and new cities. Only a kilometre separates Arabs from Jews, and there have been recent encroachments

THE END OF ONE OF HITLER'S BASTIONS OF THE WEST: A dramatic moment during the blowing up of one of the fifty-six concrete bunkers which formed part of the celebrated West Wall near Huisduinen, Holland. More than 300,000 cubic feet of concrete went into the construction of each of these bunkers, which were built largely with slave labour

THANKS TO SOME CAPRI FISHERMEN, THE C 3 IS AI AGAIN: Pietro Vassena's potential record-breaking submarine C 3, which sank beneath the Bay of Naples through the inadvertent opening of a sea-cock, seen after it had been brought to the surface from a depth of 400 ft. After being overhauled the submarine will doubtless make its long-heralded attempt to dive to a depth of 2,400 ft. and remain there for twenty hours. Vassena's first tentative experiments, which took place on Lake Como, were illustrated in "The Sphere" earlier in the year. Professor Piccard, of Belgium, who recently left for the Gulf of Guinea to conduct submarine experiments, has taken a keen interest in Vassena's work

DUTCH DEMOLITION WORKERS PLACE HIGH EXPLOSIVES IN A GERMAN BUNKER: Shortly after this, the bunker was sent sky-high, and a heap of rubble descended upon the shore. The heavy reinforcement of the concrete made necessary a big charge

AFTER THE UNVEILING IN TRAFALGAR SQUARE: A general view of the scene on the morning of Trafalgar Day, when the Duke of Gloucester unveiled the memorials to Admirals of the Fleet Lord Jellicoe and Lord Beatty, naval heroes of the First World War. The northern part of the Square between Nelson's Column and the National Gallery was reserved for the ceremony. *Inset on left*—**The twin busts of Jellicoe and Beatty as they were unveiled by the Duke of Gloucester**

Jellicoe and Beatty have joined Nelson in Trafalgar Square. Fittingly enough, Trafalgar Day was chosen for the ceremony, and the unveiling by the Duke of Gloucester took place in the presence of a concourse of men and women distinguished in the life of the nation and Commonwealth. As a result of improvements carried out over the past few months, the Square has acquired added beauty and dignity, the new fountains having groups of dolphins and tritons, and there are ornamental flowerbeds along the north wall. Last week's Trafalgar Day ceremony began as massed bands led into the Square a parade representative of the three fighting Services, ex-Servicemen and auxiliary organisations. In Trafalgar Square itself Guardsmen in bearskins, bluejackets and R.A.F. men formed three sides of the Square. As Big Ben chimed eleven a fanfare proclaimed the arrival of the Duke of Gloucester, and from St. Martin-in-the-Fields came the impressive ecclesiastical procession of the Archbishop of Canterbury, who dedicated the new memorials. "Alert" was sounded by white-helmeted buglers of the Royal Marines, and the Duke then walked across to the memorials. To a fanfare by State trumpeters of the Household Cavalry in cloth of gold, His Royal Highness pulled a cord to reveal the busts.

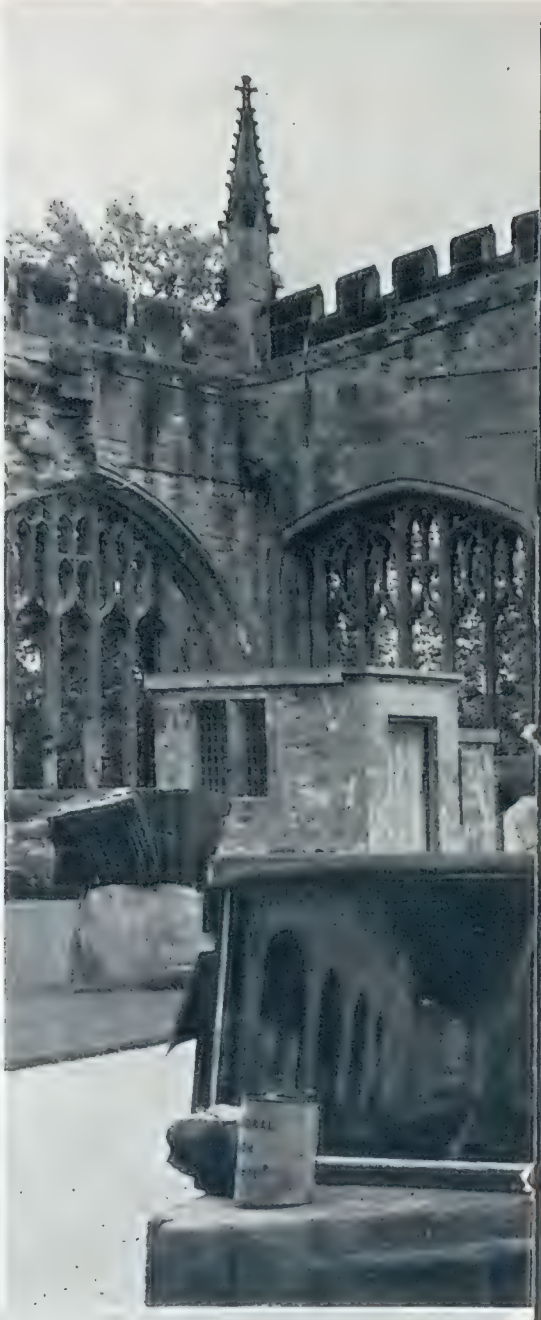
THE DUKE OF GLOUCESTER MAKES HIS INAUGURAL SPEECH FROM THE CENTRE OF TRAFALGAR SQUARE : Another overhead view taken during the ceremony. In the group on the left, standing by one of the fountains, was the Archbishop of Canterbury, who dedicated the memorials. In the group just behind the Duke of Gloucester were the First Lord of the Admiralty and the First Sea Lord

THE TRAFALGAR DAY UNVEILING

MEMORIALS to ADMIRALS JELLICOE and BEATTY

A Great Gathering in the Redesigned Square

On right—**NIGHT SCENE IN TRAFALGAR SQUARE :** The fountains of Trafalgar Square, spot-lit from their newly-designed basins, attracted a vast crowd on the evening of Trafalgar Day. The figure of Nelson at the summit of his column was also spot-lit. It is generally felt that the Square has acquired a new beauty and dignity, and the redesigned basins for the fountains and the flower-beds flanking the north wall, have attracted much admiration. A tremendous queue formed in the evening of Trafalgar Day to file past the newly-unveiled busts. The queue had to be directed by the police, and it stretched at one time right round the Square



COVENTRY CATHEDRAL IN THE DARK DAYS OF 1940 : Two views of the blitzed Cathedral, showing (*on left*) the tower standing almost intact among the ruins of choir, nave and transepts. *Right*—A mass of rubble from collapsed roof and arches waiting to be cleared away. Both pictures were taken in November 1940

COVENTRY CATHEDRAL

EIGHT YEARS AFTER THE BLITZ

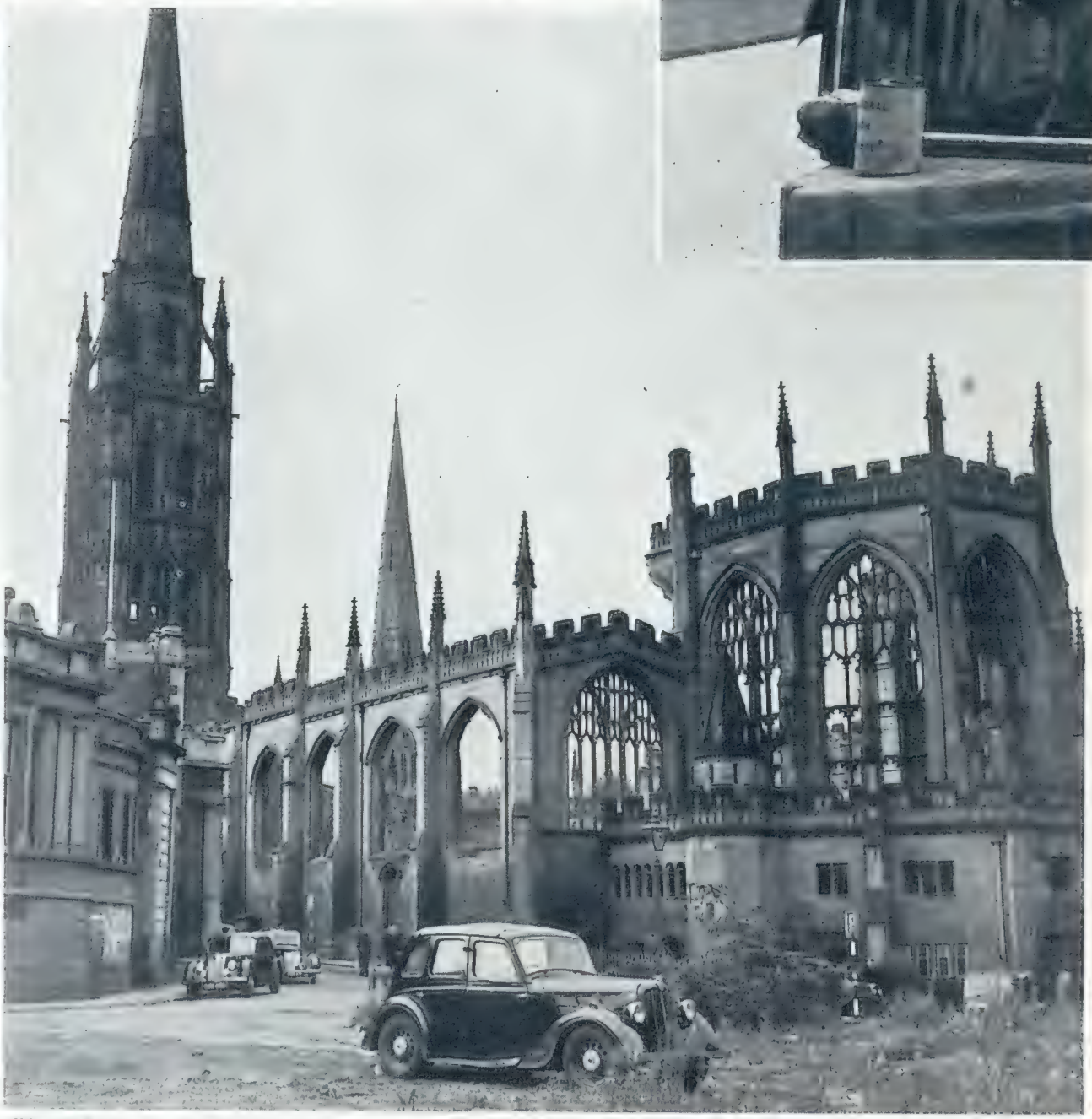
How the Shell of the Great Building Has Been Cleared

In wartime, as in peacetime, but with accentuated force, one evil begets another. To-day the ruins of Berlin, Munster, Dresden and Cologne bear witness to man's inhumanity no less than the ruins of Guernica, Rotterdam, Plymouth, Southampton, Liverpool, London and Coventry.

To all these acts the bombing of Coventry, however, was different—different in one respect—the fact that from those ruins of the Midland city is emerging a sense of Christian unity that may well prove a mighty example to the whole Christian world. Coventry is to-day being restored under a scheme in which Anglicans and Free Churchmen play a part, and already plans are well advanced for the erection of a vast new Cathedral which will stand at right-angles to the shell of the old nave. Included in the new Cathedral will be a united Christian service centre and a chapel of unity where Christians of all denominations may meet for worship. The first plans for the new building (begun in 1942) proved unsatisfactory to the Royal Fine Art Commission, but the plan to incorporate the five-sided apse of the old Cathedral, which, like the spire, survived the bombing, has been accepted in principle, and is generally applauded.

Meanwhile, the shell of the old Cathedral neatly laid out with paths and rock-gardens, has become a great place of pilgrimage, and to-day wears an air of remarkable serenity, as witness the pictures reproduced on these pages.

The old Cathedral, a fine Perpendicular edifice, dates from 1373-1394. The graceful spire, 296 ft. in height, is considered one of the finest in Europe. It contributes to Coventry's name, "The City of Three Spires." Coventry was a Bishop's See in the twelfth century, but the present Bishopric dates from 1918.



THE UNSCATHED TOWER OF COVENTRY CATHEDRAL WHICH WILL BE CLEVERLY INTEGRATED INTO THE ARCHITECTURAL GROUPING OF THE NEW CATHEDRAL WITHOUT, HOWEVER, APPEARING TO BE PART OF IT : The new Cathedral will be at right-angles to the old structure, the shell of which is seen in the foreground. *On right*—Another view of the interior as it is to-day, laid out with lawns and rock-gardens. It has now become a great place of pilgrimage in the Midland area

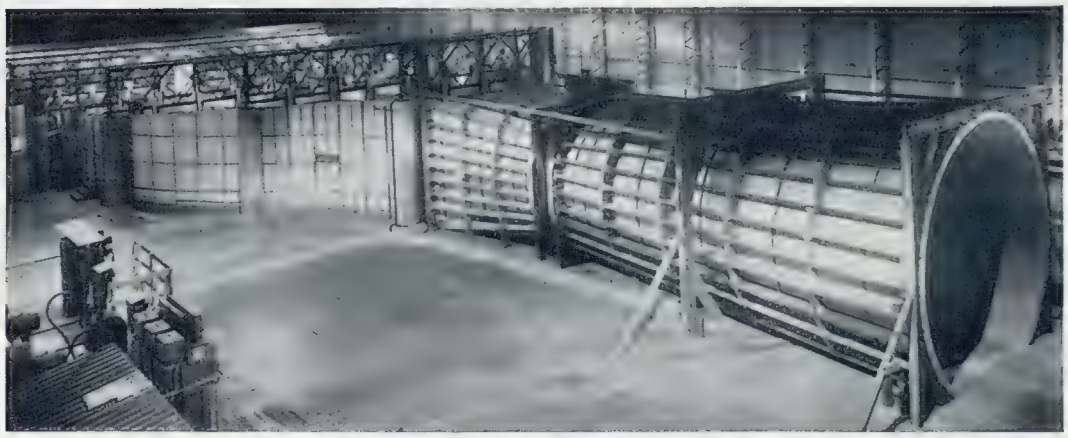
THE CATHEDRAL CHURCH OF ST. MICHAEL, COVENTRY, AS IT APPEARS TO-DAY, EIGHT YEARS AFTER THE BLITZ: Within the devastated shell, for a while filled with rubble from the fallen roof, grass has been laid and paths have been put down. In the foreground, with a collecting-box standing conveniently nearby, is a picture of the interior of Coventry Cathedral as it was before the war. Coventry Cathedral was a noble specimen of the Perpendicular style

DECIDING THE DESIGN OF THE SEVERN BRIDGE

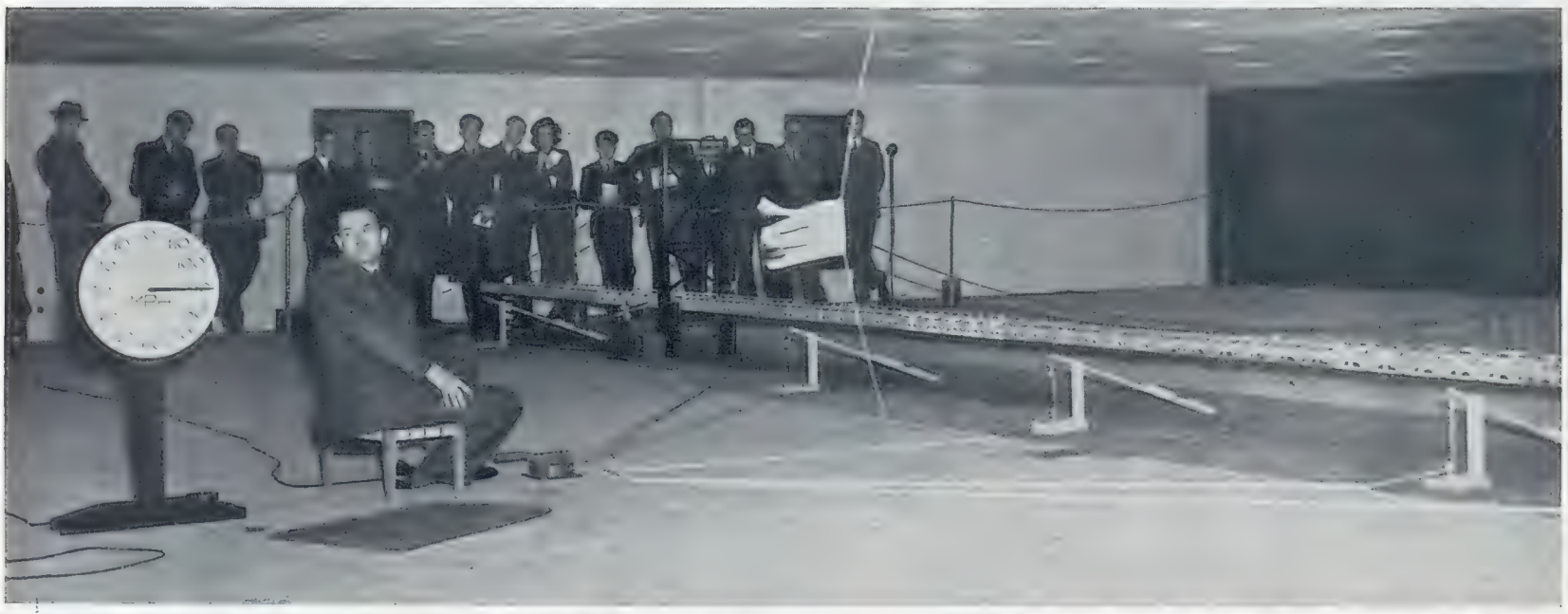
Wind-tunnel Tests Provide Vital Information

The final design of the River Severn Bridge now rests upon the results of experiments which have been carried out by a Government research team in a hangar at Thurleigh, where they have built a wind tunnel and models of suspension bridges up to a length of 52 ft. Already armed with the knowledge of tests carried out on sectional bridge models at Teddington, they have discovered that one of the causes of suspension-bridge disasters is the practice of stiffening the roadway with solid girders instead of using the open lattice type. In one demonstration a bridge deck similar to that of the ill-fated Tacoma Narrows Bridge, in the State of Washington, U.S.A. displayed how vibrations set up by the wind culminated in its destruction. The construction of the bridge deck was changed and the improvement in the behaviour of the model became immediately apparent. The Severn Bridge, originally planned to have a main span of 3,300 ft. will leave the main Exeter-Leeds Trunk Road at Aust Cliff, 10 miles north of Bristol, reaching the western shore near Haysgate.

TO DETERMINE THE DESIGN OF THE SEVERN BRIDGE—A MODEL SUSPENSION BRIDGE PREPARED FOR A WIND-TUNNEL TEST: The tests, carried out at Thurleigh, Bedfordshire, in the presence of the Minister of Transport, Mr. Alfred Barnes, were to ascertain the behaviour of suspension bridges when exposed to high winds. The results of the investigation will greatly influence the final design of the proposed Severn Bridge, which, when completed, will be the largest suspension bridge in Europe



WHERE WINDS ARE MADE TO ORDER: Two views of the tunnel which has been housed in a hangar at Thurleigh, show, *on left*, the entrance, and, *on right*, a general exterior view. Winds up to 140 m.p.h. can be simulated and directed on to any angle of a model bridge 52 ft. in length. The results of these tests, taken in conjunction with similar experiments being carried out in the United States, may influence the design of suspension bridges throughout the world



THE WIND-SPEED INDICATOR SHOWS THE VELOCITY OF THE WIND DURING THE TESTS: On the day when the photographs on this page were taken, at the Thurleigh hangar, the wind pressure was registered at 105 m.p.h. The bridge used for the experiments at this velocity had been replaced with open-lattice girders in place of the solid-type girders which, it was found, had caused the bridge to become unstable in a wind of less than 40 m.p.h. The carriageway of the new-type bridge showed little movement while subjected to the high wind

THE FISH QUAYS OF YARMOUTH ARE THRONGED WITH FISHING-BOATS: A busy scene in the East Anglian port after the boats had come in with record catches, estimated to be among the best for ten years. One drifter alone, the "Ocean Lifebuoy," landed more than 350,000 herrings valued at over £700

YARMOUTH'S MIGHTY HERRING HARVEST

Gigantic Catches on the East Coast

On the night of the "herring moon," scientists predicted that the East Anglian fishing-boats would reap one of their greatest harvests of recent years, and so in actuality did it turn out. After shooting more than 800 miles of nets in the course of a single night, 440 Scottish and English boats hurried back to Yarmouth and Lowestoft last week with a truly memorable catch. The fishermen kept at sea during the night despite gale warnings, risking nets valued at nearly £400,000, and by morning their prodigious efforts were amply rewarded. On Sunday night the English drifters had things very much to themselves as the Scotsmen, following their unbreakable rule to engage in no work on the Sabbath, stayed in port.

HAULING IN THE "HERRING MOON" CATCH ABOARD THE "PHYLLIS MARY": This went on throughout the early hours of an October morning, and resulted in 170,000 herring being brought to the Yarmouth market. The estimated value of this day's catch from the "Phyllis Mary" was £325

THE CATCH IS LOADED INTO BASKETS: The fish are now ready to be dealt with by the herring-gutters, the Scottish fisher girls who come south in the autumn to work along the Yarmouth wharves. For them this will be a bumper season

THE HERRING SALES IN PROGRESS: The auctioneer calls for bids and a porter displays a sample of the catch which is being offered. In two days about 20,000,000 herring were landed and the auctioneers were kept as busy as everyone else in the port of Yarmouth. Officials of the Herring Board watched the sales and the trend of herring prices

PRINCESS MARGARET WITH SOME YOUNG FRIENDS : She was visiting St. Christopher's Nursery Training College at Tunbridge Wells. The college, which is a branch of Dr. Barnardo's Homes, of which Princess Margaret is President, looks after eighty-eight children of up to five years of age. The Princess, who was attended by the Countess Spencer, played with the children, and is here seen with three-year-old Ronnie Smith in the grounds of the college

THE DUKE OF KENT AT ETON : The thirteen-year-old Duke, who entered Eton College last month, is seen with the Marquess of Waterford (left). He is boarding at Mr. Nickson's house in Common Lane and has already begun his duties as fag to a senior boy

HOME NEWS IN PICTURES

THE FINEST LOCOMOTIVE TESTING STATION IN THE WORLD : The streamlined, blue, red and silver "Sir Nigel Gresley" running at speed on the test-bed when the research station at Rugby was opened by the Minister of Transport, Mr. Barnes, last week. Designed by the late Sir Nigel Gresley, chief mechanical engineer of the L.N.E.R., the great Pacific locomotive is of the same type as the Mallard, which holds the world's speed record of 126 m.p.h. The new locomotive testing station was begun before the war by the L.M.S. and L.N.E. railway companies and has cost approximately £250,000. It is now British Railways' main centre for locomotive research and will be used to test the now standardised locomotives, designs for which are already well advanced. Much preliminary work has been done on engines, carriages and wagons, and Mr. E. S. Cox, Executive Officer for Design, has said that the first locomotive prototypes will be ready within two years. The first tests at Rugby will be carried out on two engines (identical except for their fireboxes), designed by Mr. R. A. Riddles for the War Office during the war. Data concerning fuel consumption and power can be measured with the engine stationary, as in this picture. The wheels run over rollers simulating rails

WHEELS FOR SIAMESE RAILS : A locomotive wheel-construction shop in the West of England which will fill part of a large order for the Government of Siam. Large orders for locomotives, passenger coaches, goods wagons, and other railway equipment are to be placed in this country by the Government of Siam. Provisional estimates of requirements include the purchase of 20 Mikado type 2-8-2; 20 Pacific type 4-6-2; 25 Diesel electric engines; 500 passenger coaches; 800 wagons, and bridging and signalling and other permanent-way equipment. The total value of the contracts is estimated at something approaching the sum of £5,000,000

THE "KITTY HAWK" GOES HOME FOR ITS FORTY-FIFTH ANNIVERSARY : Mr. George Tomlinson, Minister of Education, says farewell on behalf of the nation to the Wright Brothers' "Kitty Hawk," which has been in the Science Museum, South Kensington, since 1928. On Mr. Tomlinson's right hand is Mr. L. Satterthwaite, Civil Air Attaché to the United States Embassy in London, who received the famous biplane on behalf of the National Air Museum at the Smithsonian Institute, Washington, where it will be on show on December 17, forty-five years after it made the first powered flight of a heavier-than-air machine. The *Kitty Hawk*, which weighs only 6 cwt., will leave on the *Mauretania* next Saturday, accompanied by Dr. Shaw, Director of the Science Museum

TO MARRY THE KABAKA OF BUGANDA : Eighteen-year-old Miss Damali Kisosonkole at Southampton before leaving for Africa by B.O.A.C. flying-boat. Miss Kisosonkole finished her education in England and she has now returned to Buganda, where she is to wed the twenty-two-year-old Kabaka, Mutesa II, who himself only arrived home at the beginning of this month after three years at Cambridge University. Buganda is one of the four provinces of Uganda and is recognised as a native kingdom with a Lukiko, or native assembly

A TWIN LAUNCHING FOR THE INDIAN SERVICE : The steamships "Sarasvati" and "Sabarmati" in their fitting-out basin at Queen's Island, Belfast, after being launched within half an hour of each other. At the launching ceremony, the side of each vessel was marked with a swastika ; coconuts were broken and rose petals, rice and water were sprinkled to bless the ships. The colourful ceremony, performed when Indian vessels are launched, took place last week at Belfast, when the two 3,800-ton turbine-driven steamships entered the water at Queen's Island. The *Sarasvati* was named by the Chargé d'Affaires for the Government of India in Paris, Sir Raghaven Pillai, and the *Sabarmati* by Mr. M. A. Master, a director of the Bombay Steam Navigation Company Ltd., and general manager of the Scindia Steam Navigation Company Ltd., of Bombay. The ships are being built by Harland and Wolff for the Bombay Steam Navigation Company and will run between Bombay and Karachi

ALTERING THE COURSE AT ASCOT : The four-year task, adopted last year, has begun, and this picture records the blasting of tree-trunks on the course. The layout of Ascot racecourse is to be changed ; slopes levelled, corners reshaped and the course widened. The New Mile, which is at an acute angle to the grandstands, is to be moved, and the hill at the start levelled. The scheme is not expected to be completed until 1952. All spectators in the stands, and most of them on the Heath, will be able to follow the horses for the full distances, even in the longest races. While work proceeds, racing continues on the present course

DISCUSSING THE FUTURE OF SOUTH SCHLESWIG : The opening session of the conference at the Foreign Office between Britain and Denmark. Lord Henderson, Parliamentary Under-Secretary for Foreign Affairs, is at the head of the table on the right. On his right is Mr. Gustav Rasmussen, Danish Foreign Minister, and beyond him, right to left in the picture, are Count Eduard Reventlow, Danish Ambassador in London ; Mr. Thirkil Kristensen, Mr. Moeller, Mr. Alsing Anderson and Mr. Jorgensen. The three main problems discussed during the talks concerned the degree of local autonomy to be exercised by the Danish minority in Schleswig ; the suggestion to set up separate administrations for Schleswig and Holstein ; and the question of German refugees, who number approximately 400,000 in this area

KINGSTON POWER STATION, WHICH WAS OPENED BY THE KING LAST WEDNESDAY : The first of twenty-five such stations planned by the British Electricity Authority has taken three years to build and has an output of 120,000 kilowatts. *On the left* **is a general view of the new power station ;** *in the centre,* **the boiler-house, which will consume between 1,000 and 1,200 tons of coal a day ; and** *right,* **the main generating room. Smoke, noise and vibration have been practically eliminated and coal consumption is only 1½ lb. for each unit of electricity compared with 2¾ lb. per unit in the older type power stations**

THE EMERGENCE OF "LA DYNAVIA"—A NEW 4-H.P. CAR DEVELOPED ON AERODYNAMIC LINES BY PANHARD: During the last two years, and in the utmost secrecy, designer Panhard has developed this prototype light car. It has a 4-h.p. engine and, on account of its aerodynamic construction, can attain a speed of over 80 m.p.h. with four passengers on board. The car does 35 miles to the gallon. This picture was taken at the air base at Bricy-Orleans, and shows "La Dynavia" standing in front of the first French jet plane

TWO NEW MIDGET CARS MAKE THEIR BOW

And Other Recent Events in the Motoring World

CZECHOSLOVAKIA INTRODUCES THE MINICAR: This new midget vehicle is now being put on show at the Prague Auto Salon. Its one-cylinder engine gives it a maximum speed of 45 m.p.h. The car is under 10 ft. in length and is about 50 ins. wide. As this picture shows, the one-cylinder engine takes up a very small space beneath the bonnet

GERMANY'S FIRST POST-WAR RACING CAR: Built by the Berlin firm of Feinmechanishe Werkstatten, the car has a 4-cylinder engine adapted from the Volkswagen engine and developing 42 h.p. The driver, Bernard Petrushke, is a former test driver for Auto Union, and with him is his co-builder, Mr. Hesse, a former aircraft engineer. This picture was taken at Berlin's Avus track

A PLAN TO SPEED UP EXPORTS: The ex-tank-landing craft "Empire Baltic" being loaded with Vauxhall cars and Bedford vans at Tilbury Docks before taking the shipment to the Continent. The vessel carries about 190 vehicles which, instead of being crated, are driven straight on board at Tilbury and straight off the boat on the other side

ON THE RAMP OF THE "EMPIRE BALTIC": Vauxhalls and Bedfords on the ex-tank-landing craft before leaving Tilbury docks for the Continent. This system of export to Europe is proving a great time- and money-saver, eliminating the necessity for crates and making it possible for cars to be delivered from British factory to Continental dealer in the matter of a few days. On arrival at a Continental port the vehicles are driven on to the quayside, and, in a matter of minutes, Customs are cleared, petrol and oil are checked, and the cars are sent speeding to their destinations. The system is likely to be greatly extended

CHOSEN AS THE VENUE OF LONDON'S GREAT EXHIBITION IN 1951 : An aerial view showing the Westminster bend of the Thames. On the right bank between the London County Council building and the south approach to Waterloo Bridge is the bombed site on which the exhibition will be staged. For the purpose of the exhibition some land will be reclaimed from the river by the building of a new retaining embankment wall, and the whole site will be developed at a cost of £2,000,000. The old Shot Tower (seen near Waterloo Bridge) is being retained

PREPARING for LONDON'S 1951 EXHIBITION

A Site on the Right Bank of the Thames to be the Focal Point of the Festival of Britain

On left—**AN ARTIST'S IMPRESSION OF HOW THE WATERLOO BRIDGE AREA WILL LOOK DURING THE YEAR OF THE GREAT EXHIBITION : The drawing shows the cleared site stretching along the right bank of the river and bisected by Hungerford Bridge, which will no doubt have a special exhibition station for the convenience of visiting crowds**

From May to September 1951 Britain will be host to the world at an exhibition on a truly international scale. The first task has been the choice of site. At first it fell on the blitzed area between County Hall and Waterloo Bridge, an area of 33 acres at present filled with damaged warehouses and mountains of rubble from destroyed buildings in South London. Then it was rumoured that Battersea Park or Hyde Park would be chosen, but opinion has once again gone in favour of the County Hall-Waterloo Bridge site, and the Government has now asked the London County Council to have the area cleared and to make plans for the reclamation of land from the river at this point. The clearance and reclamation scheme will alone cost £2,000,000. One of the features of the exhibition grounds will be a vast concert hall which, long after the exhibition is over, will help to meet the needs of South Londoners, at present badly off in the way of bills of entertainment.

The new Embankment wall, similar in appearance to the existing one, will be of concrete faced with granite. It will encroach on the river an average distance of 110 ft. and will reclaim from the water about 4½ acres, ultimately to be laid out as public gardens. Work on the wall is planned to begin next year and to be completed by the end of 1950. The wall will be 1,700 ft. long.

On right—**WHEN LONDON WILL BE HOST TO THE WORLD : An artist's impression of the exhibition grounds. This view is from the left bank near Westminster Bridge and shows County Hall on the right and the old Shot Tower on the left**

RESTORING OLD ST. JAMES'S

An Area of Central London with Many Historic Associations

"Come, and once more together let us greet
The long-lost pleasures of St. James's Street."
—Tickell

White's, Brooks's, and Boodle's were for many years the centre of London's clubland, places of amusement, politics and play, and round them and through their doors went the high society of the age. St. James's Street and its immediate environs had in eighteenth-century days all the aspect of an "aristocratic lounge," where only the privileged classes had a right to be seen, and even to-day something of that aura of exclusivity, relic of the days of privilege, clings to the area bounded by Green Park, Piccadilly and Pall Mall. Old St. James's, more than any other part of Central London, is now being much restored, the damage and neglect of the war years being made good. The drawings on these pages, specially made for THE SPHERE by Percy Horne, show some of the old corners of St. James's now receiving the restorer's careful attention

ONCE THE HAUNT OF DUELLISTS AND GAMBLERS: Secluded Pickering Place, on the east side of St. James's Street, is now undergoing renovation. It is one of several places in old St. James's where such work is going on. In this part of Central London a surprising number of old houses and courtyards still retain very much the appearance they had in Regency days. Pickering Place was popular for duelling, as the approaches could be watched easily, and forewarning given to the protagonists of the arrival of authority. No. 5, Pickering Place once advertised rouge and roulette, and French and English hazard. Gaming began every afternoon at one o'clock, continuing until the next morning

CATHERINE WHEEL YARD, IS A REMINDER OF THE SPACIOUS DAYS WHEN MRS. DELANY WAS A REIGNING FAVOURITE AT THE COURT OF GEORGE III: Catherine Wheel Yard suffered much from blast during the aerial bombardment of London, and steps are now being taken to carry out repairs. The great Mrs. Delany lived in Catherine Wheel Yard from 1768 to 1771 in a house facing St. James's Street. Mrs. Delany was such a favourite that the Royal family often visited her more than once a day. She spent a great part of her time also with her friend, the Duchess of Portland, and in her old age was a source of entertainment with her stories of Swift, Stella and other personalities, whom she had known intimately

THE BRICK-FRONTED HOUSES OF OLD ARLINGTON STREET : Renovation work on these houses is now in progress and the whole street will soon regain its pre-war appearance of quiet opulence. Arlington Street was built in 1689 on land forming the eastern extremity of Green Park. It is named after Henry Bennett, Earl of Arlington, of Cabal fame

A PICTURESQUE FRONTAGE IN ST. JAMES'S : The façade of Berry Brothers, the wine merchants, and towards the left the passage leading to the secluded Pickering Place, which forms the subject of another drawing on these pages. The post-war renovations at Berry's are now in course of completion

SELWYN HOUSE, GREEN PARK : This elaborately-panelled house with its iron balustrading on the outside is reached by way of Cleveland Row, standing near the Green Park and Bridgewater House. The house is associated with the name of George Augustus Selwyn, wit and politician, and it was there that he died in January 1791. It was there also that occurred the scuffle between Walpole and Townshend which was the original of the quarrel scene between Peachum and Lockit in "The Beggar's Opera." Selwyn was a great gambler, but he had rather better fortune than many of the bucks of St. James's

OLD BLUE BALL YARD STANDS ON THE WEST SIDE OF ST. JAMES'S STREET : The tiled roofs and the outside stairways add a picturesque touch, and it is hard to believe that this place lies in the very heart of London. Stanhope's celebrated map of 1868 marks this as Blue Bell Yard. At present a certain amount of renovation work is taking place in the area.—*Drawings by Percy Horne*

WITH THE GUARDS IN MALAYA

How they are Combating a Complex Situation

By CHARLES GRAVES

THE scanty size of the newspapers and the overriding importance of the Berlin discussions have made it very difficult indeed for the public to understand what has been happening in Malaya. During the past four months, day after day, there have been accounts of ambushings and acts of terrorism of which the rubber planters have been the chief victims. Questions have been asked in the House of Commons, extra troops have been sent and, finally, the 2nd Guards' Brigade has been despatched to the troubled area.

What has really been happening and to what extent is the insurrection a genuine Nationalist rising like that of the local populations in Indonesia? The answer is that Malaya enjoyed over fifty years of complete peace until the Japanese suddenly appeared on the scene and swept through the country. The Malayan police were unarmed and, as there was little or no crime, their job was metaphorically that of issuing dog licences to the public. After the liberation, the local police reverted to their unarmed role. Unfortunately, the riff-raff of the anti-Japanese Malayan Resistance Movement did not return to their peacetime occupations.

Under British leaders they had learned the art of using lethal weapons and, as has happened in so many other countries where only the bolder spirits took part in the resistance movement, they took advantage of their wartime experiences for their own benefit. The official estimate is that there are between 3,000 and 5,000 bandits, 95 per cent. of whom are Chinese. There is no direct evidence that their terrorism was sponsored by Moscow in the first instance, but it is now definitely being fanned by it. The Russian Legation at Bangkok has been vastly increased in the past few months. . . .

From the British point of view it was the responsibility of the Civil Power to deal with these cases of lawlessness which suddenly assumed alarming proportions. In the early summer, the Civil Power having broken down—not surprising because the local police were not equipped to fight bandits and murderers—the Services had to be called in. The situation was aggravated by the fact that the local Press had been gravely and deliberately critical of the conduct of the Government, the Army and in fact everything to do with the handling of civil affairs. The editors and proprietors were determined that there was to be no recurrence of the "Singapore Can't Fall" optimism. After repeated attacks on the late Commissioner, Sir Henry Gent, who was recently killed in an aeroplane smash, they created a situation whereby questions were asked in the House of Commons and troops had to be despatched to assist the existing military forces, which included three battalions of Gurkhas, a battalion of Devons, a battalion of the Royal Inniskilling Fusiliers and a battalion of the Seaforths.

The first reinforcements consisted of the 4th Hussars, together with large numbers of ex-Palestine policemen who were drafted to Malayan units under Colonel Gray. Special constables properly armed were enrolled. Finally, the 2nd Guards' Brigade was despatched to the scene of action. Unfortunately, few, if any, of the troops had taken part in this type of fighting. After World War II almost all the veteran jungle fighters had been demobilised. However, Ferret Force was used as a temporary expedient. This consisted of teams of infantrymen trained by a handful of experts from Force 136, the official military designation of the late General Wingate's Chindits. Ferret Force has been operating for some time, and soon all the troops in the area will have been trained in this highly specialised warfare. Indeed, certain officers and men from the 2nd Guards' Brigade were flown to Malaya in advance of the main body to take a jungle warfare course.

In the meantime, the new armed police force has been able to relieve the troops of many of their purely defensive jobs of guarding vulnerable points like prisons and bridges. The army potential is now increasingly able to undertake offensive sweeps, keeping the bandits on the run and, as far as possible, preventing them from concentrating in large numbers. Apart from the innate difficulties of fighting in almost impenetrable tropical forests, many of the bandits are apparently peaceable rubber tappers by day before turning murderer at night. For this reason it is most important that the civil population's morale is raised so that they will be prepared to give information to the suitable military authority on the identity and whereabouts of the bandits. The extra reinforcements have now guaranteed that there is no danger whatsoever of the terrorism becoming a national insurrection, and the bandits must know very well that their call for a Communist state in Malaya has no possible hope of success.

The methods of these terrorists can be divided into three stages. The first is to murder selected persons in any given neighbourhood and cow the unfortunate, unarmed police. The second has been to bully as many as possible of the civil population into joining their forces and then training them for warfare at platoon strength. The third stage has been to build up the chosen area as a headquarters from which to conduct a campaign on a serious scale. One can assume that the methods employed in Malaya are much the same as those used by the Communists in China and Greece. Surprising though it may seem, the Malayan terrorists have acquired many of the essential ingredients of the modern army, such as wireless, mortars and even a few tanks. Most of these, no doubt, are legacies from the Resistance Movement during World War II, and the key-point in the fighting is Kuala Lumpur, where Major-General C. H. Boucher is in command under General Sir Neil Ritchie, G.O.C.-in-C.

Quite apart from Great Britain's distaste for Communist infiltration, there is the added importance of many millions of pounds of British capital sunk in the rubber plantations and the tin mines of the area. And rubber, in particular, is one of our greatest dollar-earning assets. So far the assassinations and casualties only run into hundreds rather than thousands. The fact remains, however, that the situation had reached alarming proportions. According to the local newspapers, the late Sir Henry Gent had been warned again and again of what was likely to happen. Then the mass murders appeared out of what was to him, apparently, a blue sky.

The appointment of Sir Henry Gurney, previously High Commissioner in Palestine, was strong evidence that the Colonial Office had no intention of allowing the matter to get out of hand. Another aspect is the substantial military supplies, quite apart from troops, which have been made available to civil reserves. These include nearly 32,000 rifles, over 4,000 Stens, 350 Bren guns, 10 armoured cars, 45 complete wireless stations, over 700 field telephones, 500 tons of barbed wire, 200,000 sandbags, nearly 6,000,000 rounds of ammunition, 3,000 hand grenades and 1,300 steel helmets. This list is by no means complete, for the army has also supplied much technical equipment which must remain secret for some time to come.

The main body of the 2nd Guards' Brigade only arrived three weeks ago—incidentally, to the minute—but they have already been in action. The spirit of the Guardsmen and that of the other troops is exceedingly good. As usual, it is a case of the nearer the bullet, the higher the morale. It is, of course, impossible in jungle country to prevent individual murders and ambushes. Each section of bandits has to be winkled out. There have been, incidentally, a number of complaints in the newspapers about the lack of training of some of the young troops despatched to Malaya. The answer is that, in any event, jungle warfare can only be taught on the spot, and a few rounds more or less fired on the shooting range do not really affect the efficiency of individual men. Expert training in this specialised type of warfare has to be given on the spot, and in fact is being given.

So far, the bandits have scored more successes (from their point of view) than the troops and the police. The odds, however, are now being loaded in the favour of the latter, and as the civil population, who are mostly Chinese or Malays (but with a considerable contingent of Indians), grow more and more confident that the British Government proposes to have no nonsense with the terrorists, they are becoming more and more helpful in supplying vital information.

In the interim, however, every major plantation and tin mine is now being guarded by a detachment of troops of varied strength, and sweeps from the jungle country are becoming more and more frequent. The chief difficulty lies in the thickness of the undergrowth, which makes single file almost inevitable. This, in turn, means that proper firepower cannot be quickly brought to bear on any suddenly exposed target.

From what I hear, nobody actually knows the names of the leaders of these murderous bands. It is assumed, however, that many of the bandits, when hard pressed, crossed the southern frontier of Siam.

So far as the future is concerned, it may be assumed that ambushes and murders are bound to continue, though to a diminishing degree, until early next summer, by which time the last of the terrorists will have been taken care of.

SUPPRESSING THE JAVA COMMUNISTS: THE REPUBLICAN DRIVE

AFTER THE BATTLE FOR MADIUN: Ill-clad Indonesian Republican troops (*left*) entering the town in the wake of the retreating Communists, who were recently given a severe beating on this part of the Java front. *Right*—Young Communists, their arms linked with strong twine, being marched away to prison in Madiun. They had formed the rearguard of the retreating Communist forces which laid waste the countryside

CONTRASTS FROM THE JAVA BATTLEFRONT: *Left*—Civilians waiting for food supplies to arrive after the Communist retreat from Madiun. *Right*—Javanese women bringing out supplies of rice to feed the Republican Army, which was on short rations

Java and Sumatra, like most other places in South-East Asia, are in the grip of an ideological war. In Indonesia the Republican Government troops have been beset by some very determined Communist bands, whose well-co-ordinated activities have really assumed the proportions of an insurrection. On October 17 a spokesman of the Republican Defence Ministry declared that the Communist rising had been virtually suppressed, but the mopping-up process is slow, and the Communists are wily. In Tjepoe large-scale murdering and looting have been perpetrated by the Communists, and in one battle 1,000 civilians are said to have been killed or wounded when the Communists used the population as a shield against the attacking Government forces. Communists have employed the scorched-earth policy to their tactical advantage, but have lost local sympathy

NEWS of STAGE, SCREEN and CONCERT PLATFORM

OSCAR STRAUS CONDUCTING THE LONDON SYMPHONY ORCHESTRA FROM AN IMPROVISED DAIS AT THE KENSINGTON DRILL HALL. The celebrated waltz composer gave an "all-Strauss" concert at the Empress Hall, Earl's Court, which included pieces by Johann Strauss. The seventy-eight-year-old musician left Vienna in 1939 for the United States, where he gave a number of highly successful concert tours. He has now become an American citizen. Straus has money from royalties locked up in almost every country of Europe, but he cannot draw on it because of local currency restrictions. His London concert, his first here for ten years, was a big success

A THIRTEEN-YEAR-OLD COLORATURA SOPRANO FOR THE ROYAL COMMAND VARIETY PERFORMANCE NEXT MONDAY: Julie Andrews, who has already sung before the Queen and Princess Margaret, will be the youngest star of the show. Julie is the daughter of the radio artists Ted and Barbara Andrews, and lives at Walton-on-Thames. At the age of eleven she sang to the Queen and Princess Margaret, and since then she has been earning £50 a week in *Starlight Roof*, at the Hippodrome, for over a year. Julie Andrews' remarkable voice can reach F above top C. The Royal Command Performance will be compered by Stewart McPherson, of radio fame, and will include Danny Kaye, the biggest hit for many years

"BARNSTORMERS," WHO TRAVEL IN TWO OLD AMBULANCES: Members of the all-female Osiris Repertory Company unloading at a village hall, where they were to give a performance in the evening. The company consists of seven women, some of whom have to take male roles when necessary

"MACBETH" AT COWDRAY CASTLE: Walking in the grounds of the Castle are Margaret Pickering, Barbara Baker and Joanna McClean, who play the witches; Kay Jones (Duncan), N. Hewins (Lady Macbeth), Constance Allen (Macbeth), and Dorothy Steedman (Banquo). The Osiris Repertory Company cover about 10,000 miles every year playing one-night stands in village halls or, in the summer, on village greens and among the ruins of castles. They carry a minimum of scenery in two old ambulances, and the seven actresses are their own stage hands, carpenters and electricians

HOLLYWOOD GOES TO SIENNA: Everett Sloane and Tyrone Power cross the Piazza Campo while engaged on a new film, "The Prince of Foxes." Twentieth Century-Fox are making the film of sixteenth-century Italy in which Cæsar Borgia is played by Orson Welles. Tyrone Power, here seen with a tweed jacket over his sixteenth-century costume, plays an Italian Prince

The World of Books—By VERNON FANE

SAGA OF THE PENNY DREADFULS

E. S. Turner Surveys Our Popular Literature Through the Ages

RESEARCH in itself can be a fine intellectual exercise; research in a worthy cause can be immensely stimulating both as an exercise and in its published result. The worthy cause I have in mind has been dealt with by Mr. E. S. Turner, who, with infinite pains and prodigious reading, has produced a book dealing with penny dreadfuls, bloods and thunders and thrillers from the eighteenth century to our own days. BOYS WILL BE BOYS (Michael Joseph. 10s. 6d.) is, like its subject matter, excessively readable and has, appropriately enough, sensational illustrations.

From Horace Walpole's time there was what the author terms the Gothic hangover which lasted into the 1880's, and was responsible for some highly improbable, lurid and, we had better face it, very exciting stories. In our own day there are the adventures of Dick Barton. Between these periods are an enormous number of stories, often published in weekly parts and including the exploits of such notorious characters as Deadwood Dick, Jack Sheppard, Sexton Blake and Sweeny Todd.

It may be than when you were a boy these stories were unknown to you, but the probability is that at least one or two of them will bring back some nostalgic memory. In any case, as Lord Northcliffe used to advertise, "You need not be ashamed to be seen reading this book."

A SHIELD FOR PRINCESS ELIZABETH: Mr. Percy Vere Collings at work on the heraldic painting at his home in New Barnet. On his left is a shield for the Duke of Edinburgh. Mr. Collings carries on the craft of his father, and hopes that his fourteen-year-old son Denis will maintain the family tradition

THE ART OF ENGLISH COSTUME (Collins. 16s.) is not the kind of book which you can borrow with any sense of satisfaction. It is a book to own, for you will want to refer to it in future years if the subject interests you, and if it doesn't, then you are scarcely likely to take it from a circulating library's shelves. Dr. Willett Cunnington is a collector of costumes and an expert. Like most recognised experts he is also an enthusiast on his subject, and manages to communicate some of his special interest in his writing. For a book of this type, illustrations are, of course, essential, and in this case they are admirable as well as extensive.

The autumn may not be the most rewarding time for a gardener, but it is certainly the busiest, and the publication of Mrs. Ethelind Fearon's THE MAKING OF A GARDEN (Macdonald. 15s.) could scarcely be more timely. Most of us are interested in beautiful gardens, even if only theoretically, and Mrs. Fearon's book is so pleasantly written that it would probably appeal even to the man who has a single pot plant to cherish. But it is also extremely practical, and that is its real value.

SOUTH (Hodder and Stoughton. 9s. 6d.) is essentially a book of travel reminiscences, though it has a very personal aspect. Mr. William Sansom writes about Corsica, Italy and what he, in common with the war communiqués, calls Southern France. Because he likes and appreciates the countries, he writes with warmth and humour, and with a wide-open eye for the bizarre and colourful.

Mr. Anthony Martienssen, who is of Danish and English extraction, served in the R.N.V.R. during the war and later became Press Officer at the Admiralty, where he collated and edited the captured German naval documents. These experiences gave him both a practical and an intellectual grounding in the subject which he approaches in a new book, HITLER AND HIS ADMIRALS (Secker and Warburg. 15s.). He calls it an experiment in historical writing, since it is unusual to be able to attempt a history based on state documents within only three years of the events described, but in this case the experiment is not only successful but extraordinarily absorbing.

Professor D. W. Brogan is one of our chief experts on American affairs; a lucid and forceful exponent of the foreign policy and domestic affairs of the United States. I have much enjoyed reading his new book, which is a selection of thirty-nine articles on American subjects from their fiction and their language to the lives of some of their great figures. AMERICAN THEMES (Hamish Hamilton. 12s. 6d.) is so entertaining and so elegant in style that it is not until after one has finished its many chapters that one realises how effectively one has been educated in another country's "way of life."

SHAKESPEARE REVEALED (Skeffington. 15s.) is published after the death of the young author, Leonard Dobbs, who was a nephew of Mrs. Sidney Webb's and is said to have shared her passion for argument. The book sets out to prove the thesis that Shakespeare's character and personality was fully shown in his own plays. Leonard Dobbs wrote, too, of the influence of the contemporary playwrights on him. There may be theorising here which is far-fetched to the degree of rejection, but the writing is never unintelligent and seldom abstruse. It is, however, a book for students.

Mr. Sean O'Faolain has written a critical and illuminating study of THE SHORT STORY (Collins. 10s. 6d.), that I would recommend young writers not necessarily for complete digestion but as an excellent and analytical guide to the craft of short-story writing which so many attempt.

REX WHISTLER (Art and Technics. 12s. 6d.) is a charming book which will please and perhaps sadden those who admired the work of a brilliant artist who was killed in France soon after D-Day. It has been written by his younger brother, Laurence Whistler, the poet, and contains, besides an account of his life and the way in which his work developed, many reproductions of his drawings, including his illustrations for *Königsmark*.

Mr. A. J. Barnouw has written a short history of the Dutch from the beginning of Christian times to the present day, stressing their stubborn defence of their democratic institutions and their indomitable character. THE MAKING OF MODERN HOLLAND (Allen and Unwin. 8s. 6d.) is not particularly easy reading, but that was evidently not the author's first consideration, which was to show the Dutch people in their present condition as an independent, prosperous and self-confident nation.

Mr. Dennis Rooke and Mr. Alan d'Egville have produced another amusing little book; a highly subversive text and drawings which they insist is a bedside book of better body knowledge. RUDE HEALTH (Heinemann. 6s.) cannot be said to go even half a step towards explaining the workings of the new health service; on the contrary, the authors take the view that an excess of health is harmful, not only to Harley Street, but to all the people from herbalists to chiropodists who make a sound income from a lack of it.

THE RAGE OF THE VULTURE (Hamish Hamilton. 9s.) is Mr. Alan Moorehead's first novel and, although it has only a minor echo of the brilliance of his war dispatches, it is quite a commendable story in its own right. The author has imagined a Himalayan State of Kandahar at the time when the British are leaving India and the old struggle of Muslim against Hindu is about to break out. Marooned in the capital of this State are a handful of British men and women, and it is their story that Mr. Moorehead tells with a sure touch when there is action, but with some discomfort in the sentimental passages.

Simone de Beauvoir is a figure in the contemporary literary scene in Paris, an exponent of the philosophy of Existentialism, and this gives an extra interest to her novel THE BLOOD OF OTHERS (Secker and Warburg.—Drummond. 10s. 6d.), but not necessarily an extra pleasure in its reading, one reader at least is as confused as ever.

STRANGE LIFE OF IVAN OSOKIN (Faber. 8s. 6d.) is the only novel by the late P. D. Ouspensky, better known as a philosopher. Surprisingly, the novel is slight in texture, a little allegory of simple form, set in Moscow and Paris fifty years ago.

WITH BEST WISHES

IT is now possible for you to buy a year's subscription to *The Sphere* to send overseas. Here is an ideal CHRISTMAS PRESENT for your friends abroad. Each week your friend receives a new copy, reminding him or her throughout the year of your kind thought.

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On January 1, 1947, the nation took over the coal industry, which had been declining for a generation, and which had been flogged almost to a standstill by the imperative demands of the war years. To-day the Coal Board faces a gigantic administrative and technical task, and, needless to say, the machinery in these initial stages sometimes creaks. There is, too, a vast human problem to be tackled, and in MEN IN THE PITS (Victor Gollancz. 7s. 6d.), Dr. F. Zweig, formerly Professor of Economics in the University of Krakow, has produced a very vital document dealing with this human side of the industry. He takes us into the many towns and villages of England, Scotland and Wales, showing the men and their families at work and at play. As a result, Dr. Zweig gets to the root of some of the industry's problems, notably absenteeism, that veritable scourge of the coalfields. The prime cause of absenteeism is environment. This the author makes abundantly plain, showing how pits, which are exceedingly deep, and consequently exceedingly hot and dusty, as in North Staffordshire, often have as much as 26 per cent. of their face workers absent from a single shift. In these conditions, "reminiscent of work in the galleys," the miner can hardly be blamed, but Dr. Zweig notes also the degree to which absenteeism is sometimes connected with the proximity of entertainment to the mines—in other words "dogs and drink."

Altogether, this is a remarkable volume, and the future, it would seem, rests upon the new sinkings, shafts with more air, more light, more space, and all the modern devices which cannot be installed properly in the old pits, which are so cramped and badly laid out. In compiling his survey, Dr. Zweig has done a real service.

The SCOURGE of ABSENTEEISM

William Friese-Greene, the father of kinematography, who died in 1921 at a riotous film industry meeting called to settle a dispute between renters and exhibitors, ached for recognition during thirty hard years, and, five minutes after his dramatic passing, it was accorded to him. Ray Allister, in FRIESE-GREENE: CLOSE-UP OF AN INVENTOR (Marsland Publications. 12s. 6d.), has produced a very human biography of the man who designed and operated the first practical cinema camera and, way back in the '90's, had the vision to take out master patents for stereoscopic and natural-colour film cameras. Friese-Greene was a true pioneer and, in the manner of his kind, knew more poverty than prosperity and knew but scant honour in his day. Twice he was declared a bankrupt, once he served a prison sentence in Wormwood Scrubs for borrowing money without declaring his insolvent status; and always he managed to keep incredibly cheerful.

We have already had two books telling us how the film *Hamlet* was produced; how marvellously everyone co-operated to produce the screen masterpiece of the age. Now comes an even more lavish commemorative volume in praise of the Glyndebourne operatic production THE RAPE OF LUCRETIA (published by Bodley Head. 25s.). Benjamin Britten has written a foreword, and there are eight colour reproductions of original designs for scenery and costumes by John Piper. Photographs of the Glyndebourne production are also included, and the whole chorus of praise, so elegantly and opulently presented, winds up with a musico-dramatic analysis full of musical jargon and made hideous by the use of that inglorious, unrhythmic but undeniably English word SINGABLENESS.

Anyone who has in mind a winter spent in studying the history of art would do well to start right off with Ernest Short's excellent volume THE PAINTER IN HISTORY (Hollis and Carter. 30s.). This new edition, brought up-to-date, takes the reader in 450 pages from the Babylonian period to modern times, and at the end is an admirable picture gallery of 100 pages. Mr. Short combines weight of knowledge with a certain very acceptable lightness of touch.

Among the greatest alpinists of modern times was Vittorio Sella, who died in 1943 at the age of eighty-four. Under the title of THE SPLENDID HILLS (Phœnix House. 35s.), Ronald Clark has now written a brief monograph of Sella, and he has brought together eighty of his finest photographic plates taken in the Alps, the Caucasus, the Karakoram, and many another range whose far-off splendours Sella recorded.

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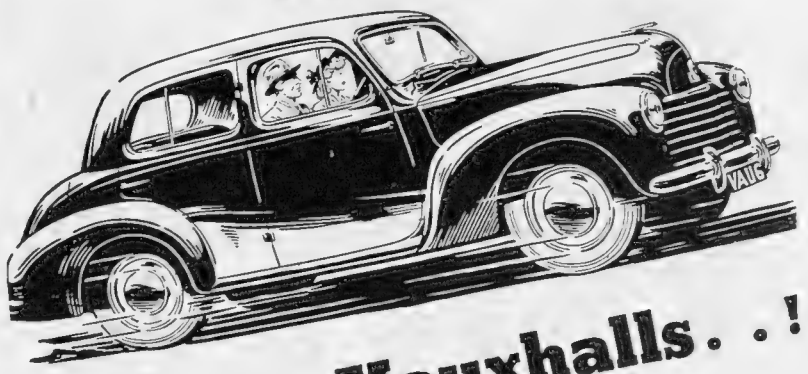

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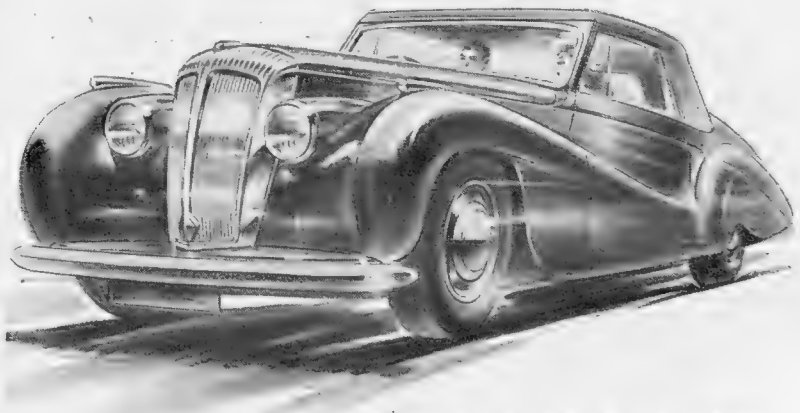

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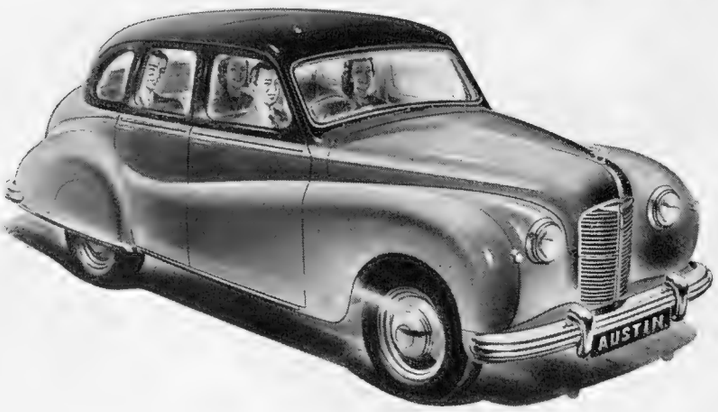

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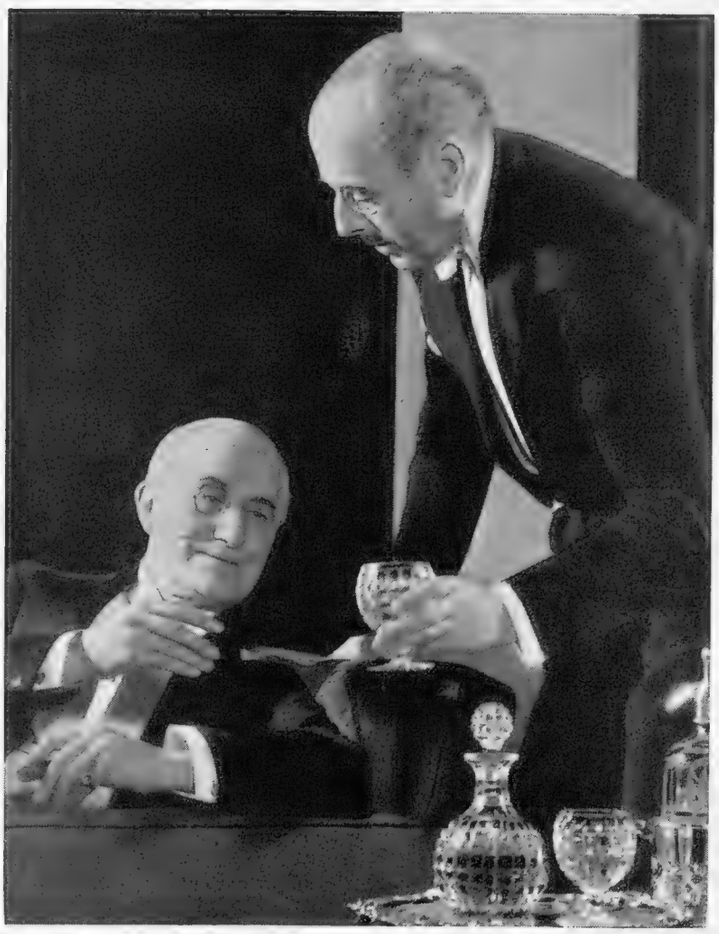

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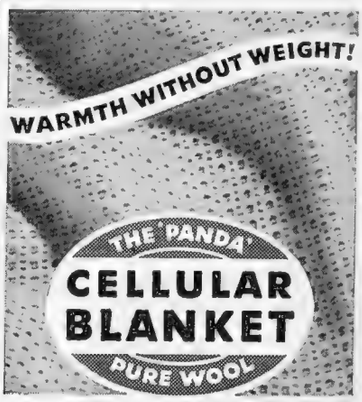

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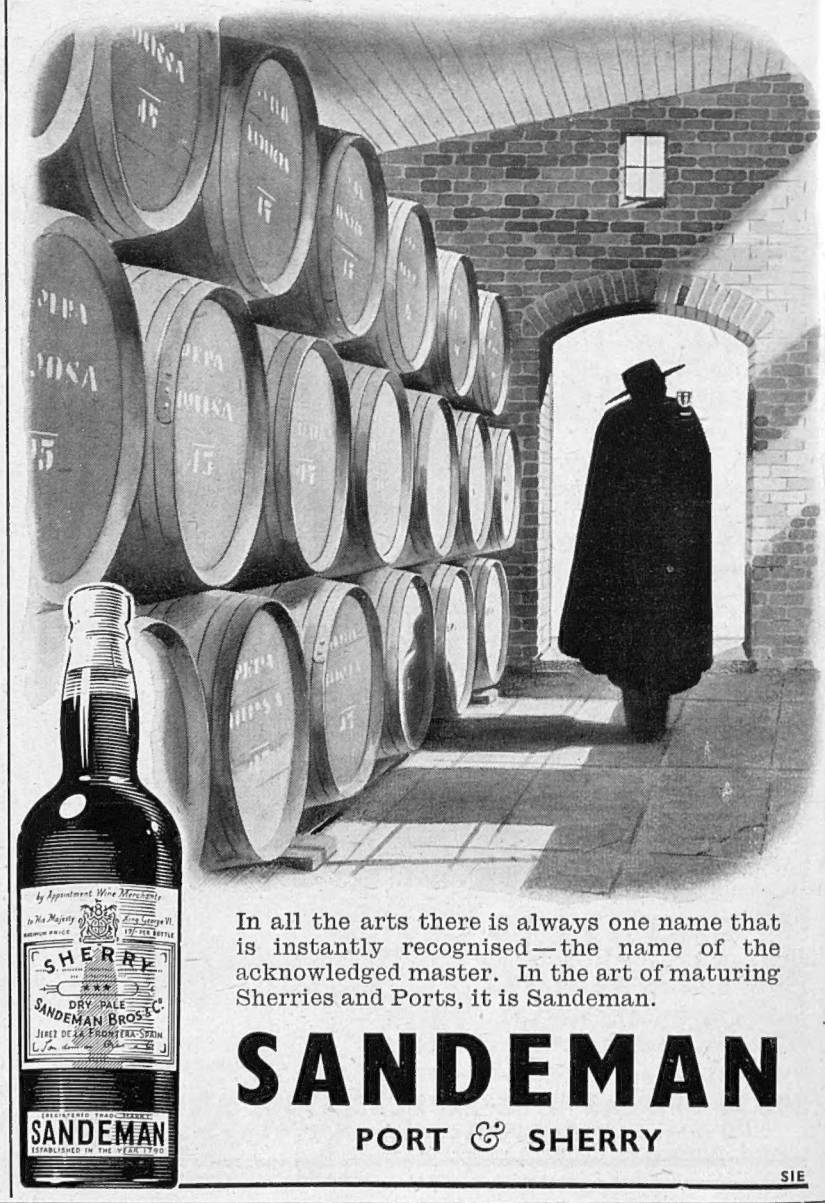

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